

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Aurora Memorial Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Relocate Access Road	\$210,500*
Construct T-Hangar	\$375,000*
Construct New Terminal Apron w/T-Hangar Taxilanes	\$849,700*
Install REIL's	\$58,800
Install PAPI-4L	\$107,900
Install AWOS	\$187,500
Construct Partial Parallel Taxiway	\$641,900
Purchase Land (20 Acres)	\$125,000
20-Year	
Purchase Land (30 Acres)	\$375,000
Conduct Environmental Assessment	\$50,000
Expand Runway 18-36 to 3,600' x 60'	\$416,500
New Fuel Tank (2,500' Gal) w/Reader	\$87,500*
Construct New Terminal Building	\$412,500*
Total Development Costs	\$3,897,800
* Indicates the Airport's current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

Aurora Memorial Municipal Airport

BUSINESS





Aurora Memorial Municipal Airport

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Aurora Memorial Municipal is located two miles southeast of the City of Aurora in Lawrence County. Highway access to the airport is provided by U.S. Highway 60.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



AURORA MEMORIAL MUNICIPAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	19 Jobs
Payroll	\$387,800
Output	\$1.8 Million

When all economic impact measures are combined and analyzed, Aurora Memorial Municipal contributes 19 full-time jobs with earnings of nearly \$388,000. Total economic activity is estimated at \$1.8 million. In addition to the quantified economic benefits, Aurora Memorial Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-I	B-II	Upgrade ARC standards
Primary Runway Length	3,002'	4,000'	Extend runway 598'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	Turnaround	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 36
Approach	Non-Precision	Non-Precision	None
Lighting	LIRL/MITL	MIRL/Reflectors	Upgrade LIRL to MIRL
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	26 spaces	60% of based aircraft	None
Aircraft Apron	6 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 17 additional apron spaces
Terminal/Admin Building	1250 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	8 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 36 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Rental Cars/ courtesy car available	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Aurora Memorial Municipal as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Aurora Memorial Municipal has one runway, Runway 18/36, that is 3,002 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	5,800	6,200	6,700	7,600
Itinerant	2,700	2,900	3,100	3,500
Total	8,500	9,100	9,800	11,100
Based Aircraft				
Single-Engine	28	29	31	34
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	29	30	32	35

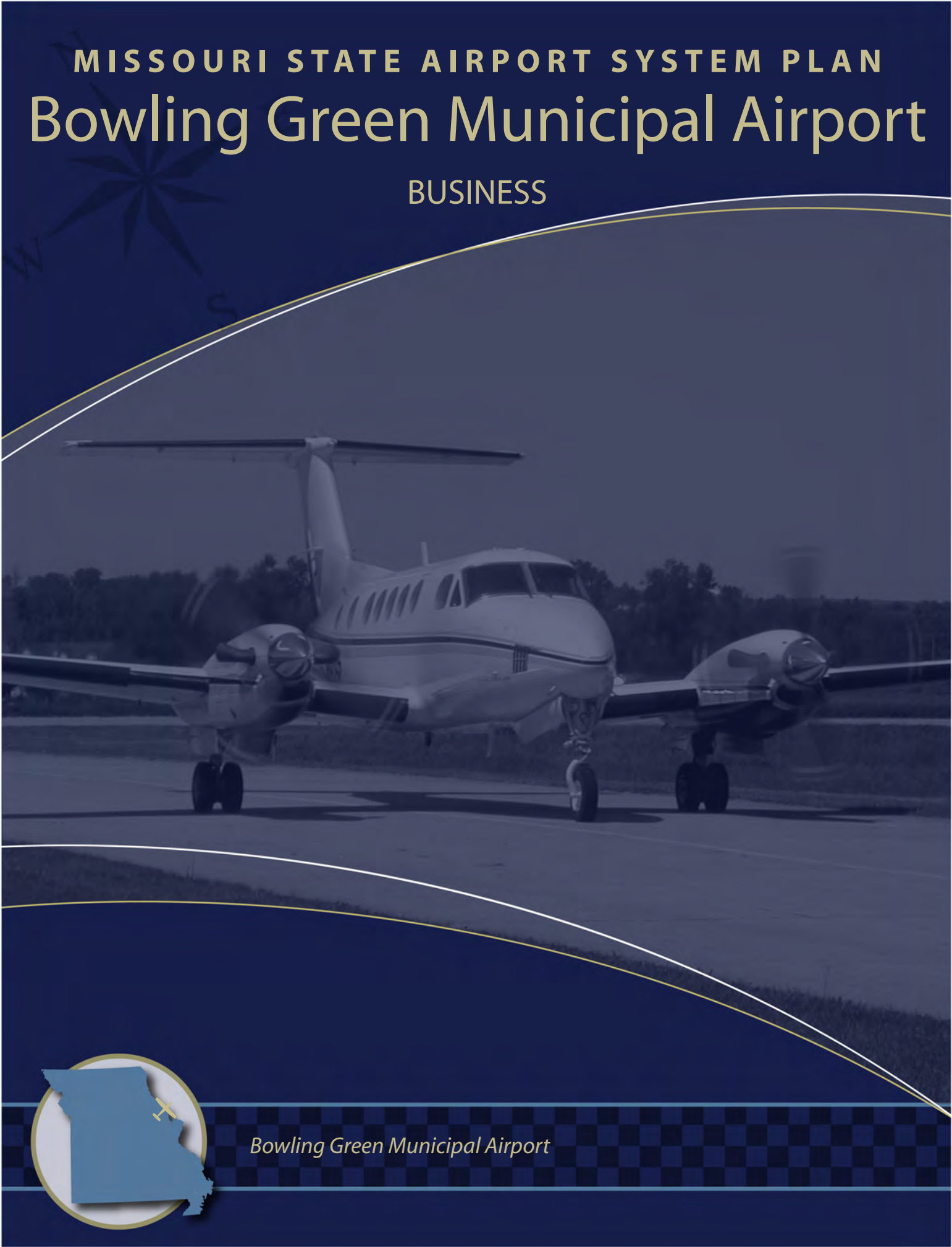
Forecasts developed for Aurora Memorial Municipal indicate that annual aircraft operations will increase from 8,500 to 11,100 through 2022. Six additional aircraft are projected to be added to the 29 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Bowling Green Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Seal/Repair/Mark Runway13-31	\$270,000
Conduct Environmental Assessment	\$50,000
Purchase Land - (50 Acres)	\$375,000
Obstruction Removal for new Runway	\$68,800
Rehab/Mark Existing Apron	\$234,300
New Taxiway	\$861,800
Construct Runway 13-31(4,000’ x 75’)	\$1,488,400
Install MIRL’s Runway 13-31	\$73,800
New GA Apron	\$612,500*
20-Year	
New T-Hangar/Site Work	\$187,500*
FBO Access Road/Parking	\$233,300*
T-Hangar Access Road/Parking	\$298,300*
New Fuel Tank (2,500’ Gal) w/Reader	\$87,500*
New Corporate Hangar Access Road/Parking Lot	\$298,300*
New Maintenance Hangar/Offices	\$437,500*
New Corporate Hangar (60’ x 60’)	\$262,500*
AWOS III	\$187,500
Construct Partial Parallel Taxiway	\$543,200
Construct remaining Parallel Taxiway	\$537,400
Perimeter Fence 20,000 L.F.	\$237,000
Total Development Costs	\$7,344,600
* Indicates the Airport’s current CIP projects.	



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Bowling Green Municipal is located two miles northwest of the City of Bowling Green in Pike County. Highway access to the airport is provided by U.S. Highway 61.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



BOWLING GREEN MUNICIPAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	8 Jobs
Payroll	\$177,600
Output	\$496,200

When all economic impact measures are combined and analyzed, Bowling Green Municipal contributes 8 full-time jobs with earnings of nearly \$178,000. Total economic activity is estimated at \$496,000. In addition to the quantified economic benefits, Bowling Green Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying and recreational use.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC standards
Primary Runway Length	3,204'	4,000'	Extend Runway 796'
Primary Runway Width	50'	75'	Widen 25'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 13/31
Approach	Non-Precision	Non-Precision	None
Lighting	LIRL/Reflectors	MIRL/Reflectors	Upgrade LIRL to MIRL
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	12 spaces	60% of based aircraft	None
Aircraft Apron	7 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	1,500 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	10 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 4 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	None	Loaner Car Available	Provide Loaner Car
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Bowling Green Municipal as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Bowling Green Municipal has one runway, Runway 13/31, that is 3,204 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	6,128	7,000	8,000	9,800
Itinerant	405	500	500	700
Total	6,533	7,500	8,500	10,500
Based Aircraft				
Single-Engine	8	8	9	10
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	9	9	10	11

Forecasts developed for Bowling Green Municipal indicate that annual aircraft operations will increase from 6,533 to 10,500 through 2022. Two additional aircraft are projected to be added to the 9 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Butler Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Runway End Identifier Lights (REILs)	\$58,800
Conduct Drainage Study	\$43,800
Rehab/Mark Runway 18-36	\$401,000
Rehab/Mark Runway 18-36 Parallel Taxiway	\$246,200
Conduct Environmental Assessment	\$50,000
Install Perimeter Fencing	\$15,000
Install AWOS	\$187,500
Rehab/Mark Terminal Apron	\$174,200
FAA 405 Survey	\$18,800
Construct Terminal Access Taxiway	\$291,300*
Construct Hangar Access Taxiway	\$383,600*
Expand Apron	\$541,500*
Extend/Widen Connector Taxiways	\$737,500*
20-Year	
Construct Hangar Taxiways	\$442,600*
Acquire Land for Runway Extension & Crosswind (75 Acres)	\$468,800
Construct Crosswind Runway	\$1,124,300
Extend Runway 18-36 to 4,000’ x 75’	\$294,400
Construct Taxiway for Crosswind Runway	\$736,000
Total Development Costs	\$6,215,300
* Indicates the Airport’s current CIP projects.	





Butler Memorial is located 2.5 miles north of the City of Butler in Bates County. Highway access to the airport is provided by U.S. Highway 71.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



BUTLER MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	11 Jobs
Payroll	\$246,300
Output	\$952,700

When all economic impact measures are combined and analyzed, Butler Memorial contributes 11 full-time jobs with earnings of over \$246,000. Total economic activity is estimated at \$952,700. In addition to the quantified economic benefits, Butler Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying and recreational use.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	4,000'	4,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	Full	Turnarounds on each runway end	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/ None	MIRL/Reflectors	Install Reflectors
NAVAIDS	Rotating Beacon Lighted wind cone/ PAPI	Rotating Beacon Lighted wind cone/ segmented circle	None Install segmented circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	17 spaces	60% of based aircraft	None
Aircraft Apron	17 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	240 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 1,260 square feet
Auto Parking	11 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 15 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Rental Cars/ Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone/GCO	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Butler Memorial as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Butler Memorial has one runway, Runway 18/36, that is 4,000 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,400	2,600	2,800	3,100
Itinerant	4,020	4,300	4,600	5,300
Total	6,420	6,900	7,400	8,400
Based Aircraft				
Single-Engine	19	19	20	21
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	19	19	20	21

Forecasts developed for Butler Memorial indicate that annual aircraft operations will increase from 6,420 to 8,400 through 2022. Two additional aircraft are projected to be added to the 19 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Cabool Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Runway 3-21 Pavement Maintenance & Overlay	\$608,600
Apron Pavement Maintenance	\$179,400
Install REIL’s	\$58,800
Rehab/Mark Taxiways	\$102,200
Improve Airport Drainage	\$56,300
Improve Runway Safety Area	\$43,800
Remove Obstructions	\$56,300
20-Year	
Expand Apron	\$431,400*
Construct Hangar Taxiway	\$298,300*
Land Acquisition for RPZ	\$125,000
Total Development Costs	\$1,960,100
* Indicates the Airport’s current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

Cabool Memorial Airport

BUSINESS





Cabool Memorial Airport

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Cabool Memorial is located 1.3 miles northeast of the City of Cabool in Texas County. Highway access to the airport is provided by U.S. Highway 63.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CABOOL MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	3 Jobs
Payroll	\$80,000
Output	\$170,900

When all economic impact measures are combined and analyzed, Cabool Memorial contributes 3 full-time jobs with earnings of \$80,000. Total economic activity is estimated at \$170,900. In addition to the quantified economic benefits, Cabool Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying and recreational use.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,002'	4,000'	None
Primary Runway Width	50'	75'	None
Taxiway Type	None	Turnarounds on each runway end	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/ None	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone	Rotating Beacon Lighted wind cone/ segmented circle	None Install segmented circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	11 spaces	60% of based aircraft	Provide 2 additional hangar spaces
Aircraft Apron	4 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 10 additional apron spaces
Terminal/Admin Building	1,000 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 500 square feet
Auto Parking	12 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 15 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	None	Loaner Car Available	Provide Loaner Car
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Cabool Memorial as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Cabool Memorial has one runway, Runway 03/21, that is 3,002 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	500	500	500	600
Itinerant	2,500	2,600	2,700	2,900
Total	3,000	3,100	3,200	3,500
Based Aircraft				
Single-Engine	13	14	14	16
Multi-Engine	2	2	2	2
Jet	0	0	0	0
Helicopter	2	2	2	2
Gliders	0	0	0	0
Ultralight	1	1	1	1
Total	18	19	19	22

Forecasts developed for Cabool Memorial indicate that annual aircraft operations will increase from 3,000 to 3,500 through 2022. Four additional aircraft are projected to be added to the 18 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Caruthersville Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Improve Runway Safety Area	\$50,000
Install MIRL	\$109,400
Improve Apron Drainage	\$43,800
Rehab/Mark Runway 18-36	\$363,500
Construct T-Hangar Taxiway	\$76,300*
Relocate Access Road	\$227,100*
Install Perimeter Fencing	\$118,500*
Obstruction Removal Runway 18-36	\$37,500
20-Year	
Overlay/Mark Runway	\$576,300
Construct Parallel Taxiway	\$1,032,100
Total Development Costs	\$2,634,500
* Indicates the Airport’s current CIP projects.	





Caruthersville Memorial is located 1.2 miles southwest of the City of Caruthersville in Pemis-cot County. Highway access to the airport is provided by Interstate 155.

The Missouri Department of Transportation-Aviation Section has long recognized the im-portance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contri-bution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total econom-ic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CARUTHERSVILLE MEMORIAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	12 Jobs
Payroll	\$281,900
Output	\$904,700

When all economic impact measures are combined and analyzed, Caruthersville Memorial contributes 12 full-time jobs with earnings of nearly \$282,000. Total economic activity is estimated at \$904,700. In addition to the quantified economic benefits, Caruthersville Memo-rial also provides qualitative benefits to the local community by pro-viding recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, just-in-time shipping, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,005'	4,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	Turnarounds	Turnarounds on each runway end	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/MITL	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	6 spaces	60% of based aircraft	None
Aircraft Apron	10 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	1,000 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 500 square feet
Auto Parking	10 spaces	1 space for each based aircraft plus 25% for employees/visitors	None
Fuel	AvGas, JetA	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Avionic Retrofit and Replace	Limited Service	None
Ground Transportation	Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The air-ports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classifi-cation of Caruthersville Memorial as a Business Airport. The airport should provide appropriate facilities and services commensurate with its rec-ommended system role. Caruthersville Memorial has one runway, Runway 18/36, that is 4,005 feet long.

The following table summarizes current facilities and services, the airport’s facility and service ob-jectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,640	2,900	3,300	3,800
Itinerant	6,360	7,100	7,800	9,300
Total	9,000	10,000	11,100	13,100
Based Aircraft				
Single-Engine	4	4	4	4
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	5	5	5	5

Forecasts developed for Caruthersville Memorial indicate that annual aircraft operations will increase from 9,000 to 13,100 through 2022. No Additional based aircraft are anticipated through 2022.

It should be noted that the projections were gen-erated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guid-ance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Cassville Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Remove Obstructions	\$25,000
Runway Pavement Maintenance	\$62,500
Taxiway Pavement Maintenance	\$46,700
Conduct Airport Master Plan	\$100,000*
Construct Partial Parallel Taxiway	\$449,000
FAA 405 Survey	\$18,800
20-Year	
Acquire Land for Development (40 Acres)	\$250,000
Conduct Environmental Assessment	\$50,000
Extend Runway 8-26 to 4,000’ x 75’	\$519,200
Construct Full Parallel Taxiway	\$790,800
Total Development Costs	\$2,312,000
* Indicates the Airport’s current CIP projects.	



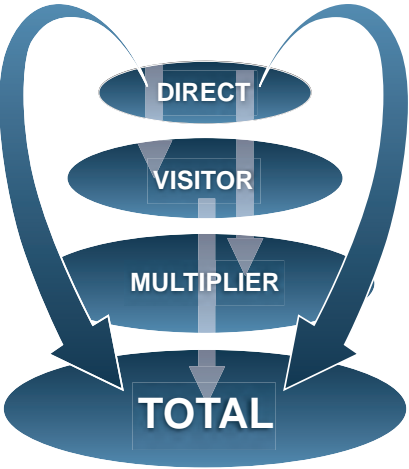
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Cassville Municipal is located 2 miles northeast of the City of Cassville in Barry County. Highway access to the airport is provided by State Highway 37.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CASSVILLE MUNICIPAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	10 Jobs
Payroll	\$203,400
Output	\$723,800

When all economic impact measures are combined and analyzed, Cassville Municipal contributes 10 full-time jobs with earnings of over \$203,000. Total economic activity is estimated at \$723,800. In addition to the quantified economic benefits, Cassville Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,600'	4,000'	Extend RWY 400'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 09/27
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/NA	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone	Rotating Beacon Lighted wind cone/ segmented circle	None Install segmented circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	20 spaces	60% of based aircraft	None
Aircraft Apron	8 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 2 additional auto spaces
Terminal/Admin Building	600 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 900 square feet
Auto Parking	23 spaces	1 space for each based aircraft plus 25% for employees/visitors	None
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Cassville Municipal as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Cassville Municipal has one runway, Runway 09/27, that is 3,600 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	580	600	3,600	700
Itinerant	2,420	2,500	2,600	2,800
Total	3,000	3,100	3,200	3,500
Based Aircraft				
Single-Engine	12	13	14	16
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	12	13	14	16

Forecasts developed for Cassville Municipal indicate that annual aircraft operations will increase from 3,000 to 3,500 through 2022. Four additional aircraft are projected to be added to the 12 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Cuba Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Seal Runway	\$52,000
Seal Taxiway Connector	\$52,000
Apron Pavement Maintenance	\$251,300
T-Hangar Pavement Maintenance	\$108,200
Seal Apron	\$52,000
Install AWOS	\$187,500*
Obstruction Removal Runway 18-36	\$37,500
Improve Airport Drainage	\$31,300*
Land Acquisition (25 Acres)	\$312,500
Extend/Widen Runway 18-36 to 4,000’ x 75’	\$555,900
FAA 405 Survey	\$18,800
20-Year	
Conduct Airport Master Plan Update*	\$100,000*
Expand Apron	\$199,600*
Rehab/Mark Apron	\$64,800
Install/Relocate MIRL	\$83,100
Install REIL	\$59,700
Rehab/Mark Runway 18-36	\$494,700
Construct Partial Parallel Taxiway	\$556,600
Rehab/Mark Taxiway	\$130,000
Total Development Costs	\$3,347,500
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Cuba Municipal is located 1.5 miles east of the City of Cuba in Crawford County. Highway access to the airport is provided by Interstate 44.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CUBA MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	4 Jobs
Payroll	\$90,800
Output	\$450,700

When all economic impact measures are combined and analyzed, Cuba Municipal contributes 4 full-time jobs with earnings of nearly \$91,000. Total economic activity is estimated at \$450,700. In addition to the quantified economic benefits, Cuba Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, just-in-time shipping, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,420'	4,000'	Extend RWY 580'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 18/36
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle/ REIL/ PAPI	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	25 spaces	60% of based aircraft	None
Aircraft Apron	12 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 6 additional apron spaces
Terminal/Admin Building	650 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 850 square feet
Auto Parking	40 spaces	1 space for each based aircraft plus 25% for employees/visitors	None
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Cuba Municipal as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Cuba Municipal has one runway, Runway 18/36, that is 3,420 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	720	800	800	1,000
Itinerant	930	1,000	1,100	1,200
Total	1,650	1,800	1,900	2,200
Based Aircraft				
Single-Engine	21	22	23	25
Multi-Engine	2	2	2	2
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	23	24	25	28

Forecasts developed for Cuba Municipal indicate that annual aircraft operations will increase from 1,650 to 2,200 through 2022. Five additional aircraft are projected to be added to the 23 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Eldon Model Airpark. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Extend Runway 18-36 to 4,000’ x 75’	\$668,500
T-Hangar Pavement Maintenance	\$98,800
Construct Aircraft Turnaround	\$166,200
Relocate REILs	\$24,400
Land Acquisition for Runway Extension (50 Acres)	\$625,000
Construct Partial Parallel Taxiway	\$422,200
Conduct Environmental Assessment	\$50,000
FAA 405 Survey	\$18,800
Construct Hangar Access Taxiways	\$277,500*
Construct T-Hangar Taxiways	\$243,500*
20-Year	
Conduct Airport Master Plan Update	\$100,000*
Apron Expansion	\$312,500*
Construct Full Parallel Taxiway	\$957,600
Install Perimeter Fencing (EG Access Control)	\$118,500
Total Development Costs	\$4,083,500
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Eldon Model Airpark is located 1 mile northeast of the City of Eldon in Miller County. Highway access to the airport is provided by U.S. Highway 54.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



ELDON MODEL AIRPARK TOTAL AVIATION IMPACTS	
Employment	8 Jobs
Payroll	\$190,600
Output	\$350,100

When all economic impact measures are combined and analyzed, Eldon Model Airpark contributes 8 full-time jobs with earnings of over \$190,000. Total economic activity is estimated at \$350,100. In addition to the quantified economic benefits, Eldon Model Airpark also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, just-in-time shipping, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-I	B-II	Upgrade ARC standards
Primary Runway Length	3,002'	4,000'	Extend runway 998'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	Turnaround	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 36
Approach	Non-Precision	Non-Precision	None
Lighting	LIRL/MITL	MIRL/Reflectors	Upgrade LIRL to MIRL
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	26 spaces	60% of based aircraft	None
Aircraft Apron	6 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 17 additional apron spaces
Terminal/Admin Building	6,375 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	8 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 36 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Rental Cars/ courtesy car available	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Eldon Model Airpark as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Eldon Model Airpark has one runway, Runway 18/36, that is 3,002 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,645	3,000	3,400	4,200
Itinerant	4,905	5,700	6,400	7,900
Total	7,550	8,700	9,800	12,100
Based Aircraft				
Single-Engine	30	32	33	36
Multi-Engine	3	3	3	4
Jet	2	2	2	2
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	2	2	2	2
Total	37	39	40	44

Forecasts developed for Eldon Model Airpark indicate that annual aircraft operations will increase from 7,550 to 12,100 through 2022. Seven additional aircraft are projected to be added to the 37 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Excelsior Springs Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Overlay/Mark Pavement	\$265,800
20-Year	
Relocate Access Road	\$318,900*
Install MIRL	\$57,200
Seal/Mark Runway	\$179,300
Total Development Costs	\$821,200
* Indicates the Airport’s current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

Excelsior Springs Memorial Airport

BUSINESS





Excelsior Springs Memorial Airport



Excelsior Springs Memorial is located 1.5 miles east of the City of Excelsior Springs in Ray County. Highway access to the airport is provided by State Highway 10.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



EXCELSIOR SPRINGS MEMORIAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	7 Jobs
Payroll	\$146,200
Output	\$462,100

When all economic impact measures are combined and analyzed, Excelsior Springs Memorial contributes 7 full-time jobs with earnings of nearly \$150,000. Total economic activity is estimated at \$462,100. In addition to the quantified economic benefits, Excelsior Springs Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as aerial photography, law enforcement, and recreation.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	2,000'	4,000'	Extend RWY 2,000'
Primary Runway Width	47'	75'	Widen 28'
Taxiway Type	Partial	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 01
Approach	Non-Precision	Non-Precision	None
Lighting	LIRL/NP	MIRL/Reflectors	Upgrade LIRL to MIRL and install reflectors
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	28 spaces	60% of based aircraft	None
Aircraft Apron	12 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 12 additional apron spaces
Terminal/Admin Building	1,000 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 500 square feet
Auto Parking	18 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 28 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Rental Cars/ Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Excelsior Springs Memorial as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Excelsior Springs Memorial has one runway, Runway 01/19, that is 2,000 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	5,500	5,900	6,300	7,200
Itinerant	2,500	2,700	2,900	3,300
Total	8,000	8,600	9,200	10,500
Based Aircraft				
Single-Engine	27	29	31	35
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	28	30	32	36

Forecasts developed for Excelsior Springs Memorial indicate that annual aircraft operations will increase from 8,000 to 10,500 through 2022. Eight additional aircraft are projected to be added to the 28 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Fredericktown Regional. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Expand Apron	\$627,800*
Install Runway PAPI’s	\$114,100
FAA 405 Survey	\$18,800
Runway Pavement Maintenance	\$313,500
Taxiway Pavement Maintenance	\$152,500
20-Year	
Acquire Land/Easement for Runway 14-32	\$187,500*
Construct Runway 14-32 (3,200’ x 60’) w/NPI Markings/MIRL	\$1,453,600*
Construct Access & Parallel Taxiway 14-32	\$948,900*
Total Development Costs	\$3,816,700
* Indicates the Airport’s current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

Fredericktown Regional Airport

BUSINESS





Fredericktown Regional Airport



Fredericktown Regional is located 4 miles north of the City of Fredericktown in Madison County. Highway access to the airport is provided by State Highway 00.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



FREDERICKTOWN REGIONAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	4 Jobs
Payroll	\$96,900
Output	\$414,800

When all economic impact measures are combined and analyzed, Fredericktown Regional contributes 4 full-time jobs with earnings of nearly \$100,000. Total economic activity is estimated at \$414,800. In addition to the quantified economic benefits, Fredericktown Regional also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as recreational use and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	3,999'	4,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	Partial	Turnarounds on each runway end	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/LITL	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone	Rotating Beacon Lighted wind cone/ segmented circle	None Install segmented circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	22 spaces	60% of based aircraft	None
Aircraft Apron	6 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 14 additional apron spaces
Terminal/Admin Building	360 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 1,140 square feet
Auto Parking	18 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 21 additional auto spaces
Fuel	AvGas/ Jet A	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Rental Car	Loaner Car Available	Provide Courtesy Car
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Fredericktown Regional as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Fredericktown Regional has one runway, Runway 01/19, that is 3,999 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,300	1,300	1,400	1,500
Itinerant	1,700	1,800	1,800	2,000
Total	3,000	3,100	3,200	3,500
Based Aircraft				
Single-Engine	24	25	26	29
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	2	2	2	2
Total	26	27	28	31

Forecasts developed for Fredericktown Regional indicate that annual aircraft operations will increase from 3,000 to 3,500 through 2022. Five additional aircraft are projected to be added to the 26 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Elton Hensley Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
RPZ Land Acquisition for Runway 5-23	\$400,000
T-Hangar Pavement Maintenance	\$16,200
Apron Pavement Maintenance	\$121,900
Construct Parallel Taxiway for RW 18-36	\$1,832,500
Reconstruct and Widen Runway 5-23	\$2,806,600
Install AWOS	\$187,500*
Improve Airport Drainage	\$62,500*
Expand AC Parking Apron	\$93,800*
Construct T-Hangars (10 Unit)	\$400,000*
Construct Common Hangars (80’ x 80’)	\$256,000*
20-Year	
Expand Apron (250’ x 150’)	\$260,400*
Airport Master Plan Update	\$125,000*
Construct New Terminal Building	\$275,000*
Construct T-Hangars	\$375,000*
Construct Auto Parking Lot	\$475,000*
Land Acquisition for Runway Extension (20 Acres)	\$125,000
Extend Runway 18-36 to 5,000’ x 75’	\$366,600
Refurbish PAPIs on Both Runways	\$136,900
Overlay/Mark Taxiways	\$625,000
Total Development Costs	\$9,498,500
* Indicates the Airport’s current CIP projects.	



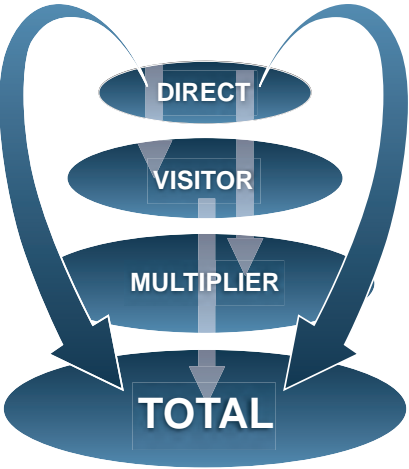
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Elton Hensley Memorial is located 3 miles east of the City of Fulton in Callaway County. Highway access to the airport is provided by U.S. Highway 54.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



ELTON HENSLEY MEMORIAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	26 Jobs
Payroll	\$531,500
Output	\$2.3 Million

When all economic impact measures are combined and analyzed, Elton Hensley Memorial contributes 26 full-time jobs with earnings of nearly \$532,000. Total economic activity is estimated at \$2.3 million. In addition to the quantified economic benefits, Elton Hensley Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as aerial photography, recreational use, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	B-I	B-II	Upgrade ARC
Primary Runway Length	3,205'	4,000'	Extend 795'
Primary Runway Width	47'	75'	Widen 28'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 05/23
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle/ VASI	Rotating Beacon Lighted wind cone/ segmented circle	Upgrade VASIs to PAPIs
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	51 spaces	60% of based aircraft	None
Aircraft Apron	7 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 36 additional apron spaces
Terminal/Admin Building	900 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 600 square feet
Auto Parking	23 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 60 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Rental Cars/ Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Elton Hensley Memorial as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Elton Hensley Memorial has two runways, Runway 05/23 is 3,205 feet long; and Runway 12/30 is 2,695 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	11,400	13,100	14,900	18,300
Itinerant	4,600	5,300	6,000	7,400
Total	16,000	18,400	20,900	25,700
Based Aircraft				
Single-Engine	48	51	53	59
Multi-Engine	3	3	3	4
Jet	0	1	2	3
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	51	55	58	66

Forecasts developed for Elton Hensley Memorial indicate that annual aircraft operations will increase from 16,000 to 25,700 through 2022. Fifteen additional aircraft are projected to be added to the 51 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Higginsville Industrial Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct South Partial Parallel Taxiway to Runway 16-34	\$500,000
T-Hangar Pavement Maintenance	\$68,800
Runway 16-34 Pavement Maintenance	\$62,800
Overlay/Mark Airport Entrance Road	\$180,500*
Taxiway Pavement Maintenance	\$53,400
Apron Pavement Maintenance	\$485,400
20-Year	
Land Purchase for RPZ (10 Acres)	\$62,500
Rehab/Mark Runway 16-34	\$421,000
Construct North Partial Parallel Taxiway	\$495,900
Total Development Costs	\$2,330,300
* Indicates the Airport’s current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

Higginsville Industrial Municipal Airport

BUSINESS



Higginsville Industrial Municipal Airport



Higginsville Industrial Municipal is located 3 miles east of the City of Higginsville in Lafayette County. Highway access to the airport is provided by State Highway AA.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



HIGGINSVILLE INDUSTRIAL MUNICIPAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	18 Jobs
Payroll	\$422,300
Output	\$1.9 Million

When all economic impact measures are combined and analyzed, Higginsville Industrial Municipal contributes 18 full-time jobs with earnings of nearly \$422,000. Total economic activity is estimated at \$1.9 million. In addition to the quantified economic benefits, Higginsville Industrial Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as aerial photography, and recreational use, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-I	B-II	Upgrade ARC
Primary Runway Length	3,303'	4,000'	Extend 697'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	Turnaround	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 34
Approach	Visual	Non-Precision	Develop Non-Precision
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone	Rotating Beacon Lighted wind cone/ segmented circle	None Install Segmented Circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	10 spaces	60% of based aircraft	Provide 7 additional hangar spaces
Aircraft Apron	25 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	2400 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	32 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 3 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Full Service	Limited Service	None
Ground Transportation	Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Higginsville Industrial Municipal as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Higginsville Industrial Municipal has one runway, Runway 16/34, that is 3,303 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,300	1,400	1,400	1,500
Itinerant	1,100	1,100	1,200	1,300
Total	2,400	2,500	2,600	2,800
Based Aircraft				
Single-Engine	13	14	14	16
Multi-Engine	2	2	2	2
Jet	8	8	9	10
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	23	24	25	28

Forecasts developed for Higginsville Industrial Municipal indicate that annual aircraft operations will increase from 2,400 to 2,800 through 2022. Five additional aircraft are projected to be added to the 23 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Lamar Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Land Acquisition for New Runway 17-35 (134 AC)	\$469,000
T-Hangar Pavement Maintenance	\$104,900
Construct New Runway 17-35 (4,000’ x 75’) PCC	\$2,893,600
Construct Partial Parallel Taxiway (2,250’ x 35’) PCC	\$438,200
Construct Aircraft Turnaround	\$86,400
Install Airfield Guidance Signs	\$52,500*
Install PAPI-4L - Runway 17	\$38,800*
Upgrade Airport Electrical System	\$50,000*
Acquire Snow Removal Equipment	\$6,300*
Install Airfield Perimeter Fencing	\$117,600
Seal/Mark Runway 3-21	\$56,500
20-Year	
Expand Apron (6,700 S.Y.)	\$143,600*
Construct T-Hangar and Taxilane	\$506,500*
Construct New Terminal Building	\$208,500*
Construct New Terminal Parking lot	\$100,000*
Refurbish Rotating Beacon	\$13,600*
Install AWOS	\$100,000*
Extend Runway 17-35 to 4,600’ x 75’ PCC	\$411,500*
Install Airfield Guidance Signs	\$15,600*
Seal/Mark Runway 17-35	\$39,800
Seal/Mark Runway 3-21	\$56,500
Construct Parallel Taxiway (2,500’ x 35’) PCC	\$627,800
Total Development Costs	\$6,537,200
* Indicates the Airport’s current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

Lamar Municipal Airport

BUSINESS





Lamar Municipal Airport

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Lamar Municipal is located 2 miles west of the City of Lamar in Barton County. Highway access to the airport is provided by U.S. Highway 160.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



LAMAR MUNICIPAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	10 Jobs
Payroll	\$243,300
Output	\$938,200

When all economic impact measures are combined and analyzed, Lamar Municipal contributes 10 full-time jobs with earnings of nearly \$243,000. Total economic activity is estimated at \$938,200. In addition to the quantified economic benefits, Lamar Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and aerial photography.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	2,902'	4,000'	Extend 1,098'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	None	Turnarounds on each Runway End	Install turnaround/ taxiway connector on RWY 03/21
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	19 spaces	60% of based aircraft	None
Aircraft Apron	6 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 10 additional apron spaces
Terminal/Admin Building	6,500 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	8 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 24 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	None	Loaner Car Available	Provide Courtesy Car
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Lamar Municipal as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Lamar Municipal has one runway, Runway 03/21, that is 2,902 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	3,716	4,300	4,800	6,000
Itinerant	5,134	5,900	6,700	8,200
Total	8,850	10,200	11,500	14,200
Based Aircraft				
Single-Engine	18	19	20	22
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	3	3	3	4
Total	21	22	23	26

Forecasts developed for Lamar Municipal indicate that annual aircraft operations will increase from 8,850 to 14,200 through 2022. Five additional aircraft are projected to be added to the 21 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Lexington Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Overlay/Mark Runway	\$160,300
Construct Aircraft Turnarounds	\$143,500
20-Year	
Update Airport Layout Plan	\$50,000*
Construct Runway 4-22 Partial Parallel Taxiway	\$415,400
Total Development Costs	\$769,200
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Lexington Municipal is located 4 miles north-west of the City of Lexington in Ray County. Highway access to the airport is provided by State Highway 13.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



LEXINGTON MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	45 Jobs
Payroll	\$304,000
Output	\$3.3 Million

When all economic impact measures are combined and analyzed, Lexington Municipal contributes 45 full-time jobs with earnings of nearly \$304,000. Total economic activity is estimated at \$3.3 million. In addition to the quantified economic benefits, Lexington Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and aerial photography. The airport is privately owned by Tom Dolphin.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	2,925'	4,000'	Extend 1,075'
Primary Runway Width	40'	75'	Widen 35'
Taxiway Type	None	Turnarounds on each Runway End	Install turnaround/ taxiway connector on RWY 04/22
Approach	Non-Precision	Non-Precision	None
Lighting	LIRL	MIRL/Reflectors	Upgrade LIRL to MIRL; Install Reflectors
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle/ VASI/ REIL	Rotating Beacon Lighted wind cone/ segmented circle	None Upgrade VASIs to PAPIs
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	6 spaces	60% of based aircraft	Provide 1 additional hangar space
Aircraft Apron	8 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	3,800 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	100 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 24 additional auto spaces
Fuel	AvGas/ Jet A	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	Rental Cars/ Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Lexington Municipal as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Lexington Municipal has three runways; Runway 04/22 is 2,925 feet long, Runway 13/31 is 3,100 feet long, and Runway 18/36 is 2,250 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	9,800	10,600	11,300	12,800
Itinerant	2,800	3,000	3,200	3,600
Total	12,600	13,600	14,500	16,400
Based Aircraft				
Single-Engine	6	6	7	8
Multi-Engine	2	2	2	3
Jet	0	0	0	0
Helicopter	0	0	0	0
Glider	0	0	0	0
Ultralight	1	1	1	1
Total	9	9	10	12

Forecasts developed for Lexington Municipal indicate that annual aircraft operations will increase from 12,600 to 16,400 through 2022. Three additional aircraft are projected to be added to the 9 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for M. Graham Clark Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Airport Layout Plan	\$31,300
Perform 405 Survey	\$18,000
Seal Runway, Taxiway and Apron	\$200,000
20-Year	
Total Development Costs	\$249,300
* Indicates the Airport’s current CIP projects.	





M Graham Clark is located 1.5 miles southwest of the City of Branson in Taney County. Highway access to the airport is provided by U.S. Highway 65.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



M GRAHAM CLARK AIRPORT TOTAL AVIATION IMPACTS	
Employment	66 Jobs
Payroll	\$1.7 Million
Output	\$2.5 Million

When all economic impact measures are combined and analyzed, M Graham Clark contributes 66 full-time jobs with earnings of nearly \$1.7 Million. Total economic activity is estimated at \$2.5 million. In addition to the quantified economic benefits, M Graham Clark also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-III	B-II	Upgrade ARC
Primary Runway Length	3,739'	4,000'	Extend 261'
Primary Runway Width	100'	75'	None
Taxiway Type	Full	Turnarounds on each runway end	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/NP	MIRL/Reflectors	Install Reflectors
NAVAIDS	Rotating Beacon Lighted wind cone/ VASI/ REIL	Rotating Beacon Lighted wind cone/ segmented circle	None Install segmented circle; Upgrade VASI to PAPI
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	40 spaces	60% of based aircraft	Provide 13 additional hangar spaces
Aircraft Apron	37 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 20 additional apron spaces
Terminal/Admin Building	2,500 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	50 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 60 additional auto spaces
Fuel	AvGas/ Jet A	AvGas	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Limited Service	Provide avionics/aircraft repair services
Ground Transportation	Rental Cars/ Courtesy Car	Loaner Car Available	None
Ground Communications	GCO	Public Phone	Install Public Phone

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of M Graham Clark as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. M Graham Clark has one runway, Runway 11/29, that is 3,739 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	17,000	18,300	19,600	22,200
Itinerant	20,300	21,800	23,400	26,400
Total	37,300	40,100	43,000	48,600
Based Aircraft				
Single-Engine	43	48	53	64
Multi-Engine	12	14	16	19
Jet	0	1	3	4
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	55	63	72	87

Forecasts developed for M Graham Clark indicate that annual aircraft operations will increase from 37,300 to 48,600 through 2022. Thirty-two additional aircraft are projected to be added to the 55 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Macon-Fower Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Conduct Environmental Assessment	\$50,000
Apron Pavement Maintenance	\$72,600
Runway Pavement Maintenance	\$65,700
Acquire Land for Runway 2-20 Extension (20 Acres)	\$300,000
Obstruction Removal	\$37,500
Expand Runway 2-20 to 4,000’ x 75’	\$3,015,800
Install Fuel Facility	\$160,000*
Install AWOS	\$75,000*
Install/Relocate MIRL	\$68,800
20-Year	
Construct Runway 2-20 Partial Parallel Taxiway	\$452,900
Total Development Costs	\$4,298,300
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Macon-Fower Memorial is located 1.5 miles southeast of the City of Macon in Macon County. Highway access to the airport is provided by U.S. Highway 63.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MACON – FOWER MEMORIAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	20 Jobs
Payroll	\$318,000
Output	\$590,500

When all economic impact measures are combined and analyzed, Macon-Fower Memorial contributes 20 full-time jobs with earnings of nearly \$318,000. Total economic activity is estimated at \$590,500. In addition to the quantified economic benefits, Macon-Fower Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, just-in-time shipping, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,300'	4,000'	Extend 700'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 02/20
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/NA	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	18 spaces	60% of based aircraft	None
Aircraft Apron	6 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 5 additional apron spaces
Terminal/Admin Building	900 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 600 square feet
Auto Parking	18 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 3 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Rental Cars/ Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone/GCO	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Macon-Fower Memorial as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Macon-Fower Memorial has one runway; Runway 02/20 is 3,300 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	5,300	5,700	6,100	6,900
Itinerant	2,700	2,900	3,100	3,500
Total	8,000	8,600	9,200	10,400
Based Aircraft				
Single-Engine	13	13	14	14
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	1	1	1	1
Total	15	15	16	16

Forecasts developed for Macon-Fower Memorial indicate that annual aircraft operations will increase from 8,000 to 10,400 through 2022. One additional aircraft is projected to be added to the 15 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Malden Regional Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Apron Pavement Maintenance	\$600,000
Runway 18-36 Pavement Maintenance	\$1,002,000
Rehab/Mark Taxiways	\$436,100
Install Runway 18-36 (REIL)	\$70,600
Install Apron Fencing	\$118,500
Rehab Taxiways T4, T5	\$382,900
Replace Lighting System (Runway 13-31 & Connector)	\$132,300
Overlay/Mark Runway 13-31	\$823,500
Install PAPI's	\$107,900
FAA 405 Survey	\$18,800
20-Year	
Overlay/Mark Runway 18-36	\$1,030,200
Total Development Costs	\$4,722,800
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Malden Regional Airport is located three miles north of the City of Malden in Dunklin County. Highway access to the airport is provided by State Highway 25.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MALDEN REGIONAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	19 Jobs
Payroll	\$498,100
Output	\$1.8 Million

When all economic impact measures are combined and analyzed, Malden Regional Airport contributes 19 full-time jobs with earnings of nearly \$500,000. Total economic activity is estimated at \$1.8 million. In addition to the quantified economic benefits, Malden Regional Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying and recreational use.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-I	B-II	Upgrade ARC standards
Primary Runway Length	4,999'	4,000'	None
Primary Runway Width	80'	75'	None
Taxiway Type	Partial	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 13
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/MITL	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	AWOS-3	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	20 spaces	60% of based aircraft	None
Aircraft Apron	8 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	4,500 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	204 spaces	1 space for each based aircraft plus 25% for employees/visitors	None
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Rental Car Available	Loaner Car Available	Provide Loaner Car
Ground Communications	Public Phone, RCO	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Malden Regional Airport as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Malden Regional Airport has two runways, Runway 18/36 and Runway 13/31, that are 5,011 and 4,999 feet long, respectively, with Runway 13/31 being the primary runway.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	3,600	3,900	4,200	4,700
Itinerant	1,400	1,500	1,600	1,800
Total	5,000	5,400	5,800	6,500
Based Aircraft				
Single-Engine	10	10	11	11
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	10	10	11	11

Forecasts developed for Malden Regional Airport indicate that annual aircraft operations will increase from 5,000 to 6,500 through 2022. One additional aircraft is projected to be added to the 10 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Marshall Memorial Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
T-Hangar Pavement Maintenance	\$72,100
Rehab Runway 18-36	\$1,050,000
Rehab Runway 18-36 Lighting	\$210,000
Install PAPI's to Runway 18-36	\$50,000
Install REIL's to Runway 36	\$20,000
Construct Taxiway A Extension and Taxiway F Connector	\$130,000*
Obstruction Removal Runway 18	\$7,500
Apron Rehabilitation	\$750,000
Update Airport Layout Plan	\$65,000*
20-Year	
Renovate Terminal	\$500,000*
Construct T-Hangars	\$800,000*
Construct Corporate Hangar	\$437,500*
Slurry Seal Runway 18-36 and Taxiways	\$400,000
Slurry Seal Taxiway System	\$325,000
Construct Corporate Hangar Apron	\$350,000*
Apron Expansion	\$750,000
Total Development Costs	\$5,917,100
* Indicates the Airport's current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

Marshall Memorial Municipal Airport

BUSINESS



Marshall Memorial Municipal Airport

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Marshall Memorial Municipal is located 1 mile south of the City of Marshall in Saline County. Highway access to the airport is provided by U.S. Highway 65.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MARSHALL MEMORIAL MUNICIPAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	8 Jobs
Payroll	\$170,800
Output	\$1.2 Million

When all economic impact measures are combined and analyzed, Marshall Memorial Municipal contributes 8 full-time jobs with earnings of over \$170,000. Total economic activity is estimated at \$1.2 million. In addition to the quantified economic benefits, Marshall Memorial Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,702'	4,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 18/36
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle/ VASI	Rotating Beacon Lighted wind cone/ segmented circle	Replace VASIs with PAPIs
Weather	AWOS-3	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	18 spaces	60% of based aircraft	None
Aircraft Apron	16 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	5,000 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	18 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 11 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	Rental Cars/ Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Marshall Memorial Municipal as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Marshall Memorial Municipal has two runways; Runway 18/36 is 4,702 feet long and Runway 06/27 is 3,320 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	4,398	4,500	4,700	5,100
Itinerant	735	800	800	800
Total	5,133	5,300	5,500	5,900
Based Aircraft				
Single-Engine	21	22	22	23
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	21	22	22	23

Forecasts developed for Marshall Memorial Municipal indicate that annual aircraft operations will increase from 5,133 to 5,900 through 2022. Two additional aircraft are projected to be added to the 21 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for NW Missouri Regional. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Runway 14-32 PAPI & REIL	\$170,100
T-Hangar Pavement Maintenance	\$16,800
Rehabilitate Airfield Lighting	\$56,300
Install Rotating Beacon	\$62,500
FAA 405 Survey	\$18,800
Expand Parking Apron	\$382,700*
Construct Hangar Taxiways	\$298,300*
Construct Runway 32 Connecting Taxiway	\$270,000*
Terminal Area Access Road Improvements	\$60,000*
Relocate Fuel Facility	\$100,000*
Extend Runway 14/32	\$700,000*
20-Year	
Acquire Land for Runway 18-36 (50 Acres)	\$312,500*
Construct Runway 18-36 (2,900’ x 60’)	\$1,206,100*
Joint Seal/Mark Runway 14-32	\$282,400
Total Development Costs	\$3,936,500
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



NW Missouri Regional is located 2.25 miles west of the City of Maryville in Nodaway County. Highway access to the airport is provided by State Highway 46.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



NW MISSOURI REGIONAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	9 Jobs
Payroll	\$170,600
Output	\$598,600

When all economic impact measures are combined and analyzed, NW Missouri Regional contributes 9 full-time jobs with earnings of over \$170,000. Total economic activity is estimated at \$598,600. In addition to the quantified economic benefits, NW Missouri Regional also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, just-in-time shipping, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,000'	4,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 14/32
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	AWOS-3	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	22 spaces	60% of based aircraft	None
Aircraft Apron	10 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 2 additional apron spaces
Terminal/Admin Building	1,200 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 300 additional square feet
Auto Parking	45 spaces	1 space for each based aircraft plus 25% for employees/visitors	None
Fuel	AvGas	AvGas	None
FBO	None	Full Service	Provide Full Service
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Rental Cars/ Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of NW Missouri Regional as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. NW Missouri Regional has two runways; Runway 14/32 is 4,000 feet long and Runway 18/36 is 2,002 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	3,420	3,800	4,200	5,000
Itinerant	2,580	2,900	3,200	3,700
Total	6,000	6,700	7,400	8,700
Based Aircraft				
Single-Engine	13	13	14	14
Multi-Engine	4	4	4	4
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	17	17	18	18

Forecasts developed for NW Missouri Regional indicate that annual aircraft operations will increase from 6,000 to 8,700 through 2022. One additional aircraft is projected to be added to the 17 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Mississippi County. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Runway Pavement Maintenance	\$280,000
Apron Pavement Maintenance	\$167,500
Taxiway Pavement Maintenance	\$24,500
Obstruction Removal	\$56,300
Install Perimeter Fence	\$118,500
20-Year	
Airport Layout Plan	\$31,300*
Conduct Environmental Assessment	\$50,000
Overlay/Mark Runway	\$461,200
Expand Runway 18-36 to (4,000’ x 75’)	\$569,700
Construct Full Parallel Taxiway (4,000’ x 35’)	\$1,004,000
Total Development Costs	\$2,763,000
* Indicates the Airport’s current CIP projects.	





Mississippi County is located 5.5 miles south of the City of Charleston in Mississippi County. Highway access to the airport is provided by Interstate 55 and U.S. Highway 62.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MISSISSIPPI COUNTY AIRPORT TOTAL AVIATION IMPACTS	
Employment	2 Jobs
Payroll	\$63,000
Output	\$124,800

When all economic impact measures are combined and analyzed, Mississippi County contributes 2 full-time jobs with earnings of nearly \$63,000. Total economic activity is estimated at \$124,800. In addition to the quantified economic benefits, Mississippi County also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, just-in-time shipping, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,196'	4,000'	Extend RWY 804'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 18/36
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ VASI	Rotating Beacon Lighted wind cone/ segmented circle	None Install segmented circle; Upgrade VASIs to PAPIs
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	6 spaces	60% of based aircraft	None
Aircraft Apron	10 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	400 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 1,100 square feet
Auto Parking	20 spaces	1 space for each based aircraft plus 25% for employees/visitors	None
Fuel	AvGas	AvGas	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	None	Loaner Car Available	Courtesy Car
Ground Communications	None	Public Phone	Public Phone

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Mississippi County as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Mississippi County has one runway, Runway 18/36, that is 3,196 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,340	2,500	2,700	3,000
Itinerant	1,660	1,800	1,900	2,200
Total	4,000	4,300	4,600	5,200
Based Aircraft				
Single-Engine	5	5	5	6
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	2	2	2	2
Total	7	7	7	8

Forecasts developed for Mississippi County indicate that annual aircraft operations will increase from 4,000 to 5,200 through 2022. One additional aircraft is projected to be added to the 7 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Monroe City Regional. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
FAA 405 Survey	\$18,800
20-Year	
Overlay/Mark Parking Apron	\$202,500
Overlay/Mark Runway 9-27	\$488,500
Total Development Costs	\$709,800
* Indicates the Airport’s current CIP projects.	



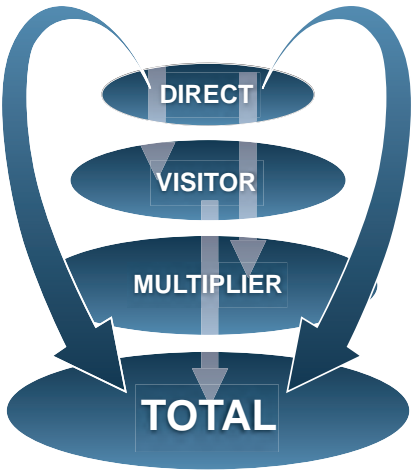


Monroe City Regional is located 1.5 miles south of the Monroe City in Monroe County. Highway access to the airport is provided by U.S. Highway 24.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MONROE CITY REGIONAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	8 Jobs
Payroll	\$214,300
Output	\$437,400

When all economic impact measures are combined and analyzed, Monroe City Regional contributes 8 full-time jobs with earnings of nearly \$215,000. Total economic activity is estimated at \$437,400. In addition to the quantified economic benefits, Monroe City Regional also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as forest fire fighting and recreational activities.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,516'	4,000'	Extend 484'
Primary Runway Width	50'	75'	Widen 25'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 09/27
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle/ PAPI/ REIL	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	9 spaces	60% of based aircraft	None
Aircraft Apron	6 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	600 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 900 additional square feet
Auto Parking	6 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 6 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	Rental Car	Loaner Car Available	Provide Courtesy Car
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Monroe City Regional as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Monroe City Regional has one runway, Runway 09/27, that is 3,516 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,280	1,300	1,400	1,500
Itinerant	3,625	3,800	3,900	4,200
Total	4,905	5,100	5,300	5,700
Based Aircraft				
Single-Engine	9	9	9	10
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	9	9	9	10

Forecasts developed for Monroe City Regional indicate that annual aircraft operations will increase from 4,905 to 5,700 through 2022. One additional aircraft is projected to be added to the 9 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Lewis County Regional. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install New Rotating Beacon	\$62,500
Seal/Mark Taxiway	\$37,500
Apron Pavement Maintenance	\$112,200
Seal/Mark Runway 18-36	\$318,700
Install PAPI's/REIL's	\$170,100
Improve Airport Drainage	\$56,300
FAA 405 Survey	\$18,800*
Pave Access Road	\$247,100*
Construct T-Hangar/Taxiways	\$372,800*
20-Year	
Expand Apron	\$370,800*
Update Airport Layout Plan	\$31,300*
Purchase Land for Runway 18-36 Expansion	\$100,000
Conduct Environmental Assessment	\$50,000
Expand Runway 18-36 to 4,000' x 75'	\$792,900
Construct Runway 18-36 Parallel Taxiway	\$703,500
Total Development Costs	\$3,444,500
* Indicates the Airport's current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Lewis County Regional is located 2.5 miles northeast of the City of Monticello in Lewis County. Highway access to the airport is provided by State Highway 16.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



LEWIS COUNTY REGIONAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	2 Jobs
Payroll	\$46,100
Output	\$104,900

When all economic impact measures are combined and analyzed, Lewis County Regional contributes 2 full-time jobs with earnings over \$46,000. Total economic activity is estimated at \$104,900. In addition to the quantified economic benefits, Lewis County Regional also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, aerial photography, and other recreational activities.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,500'	4,000'	Extend 500'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 18/36
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/NA	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	8 spaces	60% of based aircraft	None
Aircraft Apron	24 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	680 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 820 additional square feet
Auto Parking	40 spaces	1 space for each based aircraft plus 25% for employees/visitors	None
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	Rental Car	Loaner Car Available	Provide Courtesy Car
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Lewis County Regional as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Lewis County Regional has one runway, Runway 18/36, which is 3,500 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	970	1,000	1,100	1,300
Itinerant	1,020	1,100	1,200	1,300
Total	1,990	2,100	2,300	2,600
Based Aircraft				
Single-Engine	8	8	8	9
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	8	8	8	9

Forecasts developed for Lewis County Regional indicate that annual aircraft operations will increase from 1,990 to 2,600 through 2022. One additional aircraft is projected to be added to the 8 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Mountain Grove Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Expand Runway 8-26 to 3,999’	\$554,700
Taxiway Pavement Maintenance	\$29,300
T-Hangar Pavement Maintenance	\$12,800
Acquire Land for RPZ (40 Acres)	\$300,000
Obstruction Removal	\$125,000
Overlay/Mark Runway 8-26	\$672,800
Construct Apron	\$352,000*
Improve Utilities at Airport	\$312,500*
20-Year	
Overlay/Mark Apron	\$130,000
Seal/Mark Runway	\$390,600
Overlay/Mark Taxiways	\$37,500
Total Development Costs	\$2,917,200
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Mountain Grove Memorial is located 2.5 miles southwest of the City of Mountain Grove in Wright County. Highway access to the airport is provided by U.S. Highway 60.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MOUNTAIN GROVE MEMORIAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	13 Jobs
Payroll	\$310,800
Output	\$816,200

When all economic impact measures are combined and analyzed, Mountain Grove Memorial contributes 13 full-time jobs with earnings nearly \$311,000. Total economic activity is estimated at \$816,200. In addition to the quantified economic benefits, Mountain Grove Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, business development, aerial photography, and other recreational activities.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,589'	4,000'	Extend 411'
Primary Runway Width	50'	75'	Widen 25'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 08/26
Approach	Non-Precision	Non-Precision	None
Lighting	LIRL/NA	MIRL/Reflectors	Upgrade LIRL to MIRL
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	16 spaces	60% of based aircraft	None
Aircraft Apron	12 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	0 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide a 1,500 square foot terminal building
Auto Parking	4 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 17 additional auto spaces
Fuel	AvGas/ Jet A	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	None	Loaner Car Available	Provide Courtesy Car
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Mountain Grove Memorial as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Mountain Grove Memorial has one runway, Runway 08/26, which is 3,589 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,640	1,800	1,900	2,100
Itinerant	6,860	7,300	7,900	9,000
Total	8,500	9,100	9,800	11,100
Based Aircraft				
Single-Engine	14	15	15	17
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	14	15	15	17

Forecasts developed for Mountain Grove Memorial indicate that annual aircraft operations will increase from 8,500 to 11,100 through 2022. Three additional aircraft are projected to be added to the 14 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Mountain View. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Improve Runway 10 Safety Area	\$200,000
Acquire Land for RPZ’s (20 Acres)	\$300,000
Rehab/Mark Runway 10-28	\$813,200
Remove Obstructions	\$62,500
Seal/Mark Taxiway	\$112,500
Seal/Mark Apron	\$177,700
Update Airport Master Plan	\$100,000*
20-Year	
Overlay/Mark Apron	\$545,000
Seal/Mark Runway 10-28	\$483,000
Total Development Costs	\$2,793,900
* Indicates the Airport’s current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

Mountain View Airport

BUSINESS



Mountain View Airport



Mountain View is located 1 mile southwest of the City of Mountain View in Howell County. Highway access to the airport is provided by U.S. Highway 60.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MOUNTAIN VIEW AIRPORT TOTAL AVIATION IMPACTS	
Employment	11 Jobs
Payroll	\$282,400
Output	\$1.0 Million

When all economic impact measures are combined and analyzed, Mountain View contributes 11 full-time jobs with earnings of nearly \$285,000. Total economic activity is estimated at \$1 million. In addition to the quantified economic benefits, Mountain View also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	5,005'	4,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	Partial	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 10
Approach	Visual	Non-Precision	Develop Non-Precision
Lighting	None/Reflectors	MIRL/Reflectors	Install MIRL
NAVAIDS	None	Rotating Beacon	Install Rotating Beacon
	Lighted wind cone/ PAPI	Lighted wind cone/ segmented circle	Install segmented circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	24 spaces	60% of based aircraft	None
Aircraft Apron	10 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 2 Apron Spaces
Terminal/Admin Building	800 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide a 700 square foot terminal building
Auto Parking	25 spaces	1 space for each based aircraft plus 25% for employees/visitors	None
Fuel	AvGas/ Jet A	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Courtesy Car	Loaner Car Available	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Mountain View as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Mountain View has one runway, Runway 10/28, which is 5,005 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	3,080	3,300	3,500	4,000
Itinerant	5,520	6,000	6,400	7,200
Total	8,600	9,300	9,900	11,200
Based Aircraft				
Single-Engine	9	10	10	12
Multi-Engine	3	3	3	4
Jet	2	2	2	3
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	14	15	15	18

Forecasts developed for Mountain View indicate that annual aircraft operations will increase from 8,600 to 11,200 through 2022. Four additional aircraft are projected to be added to the 14 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for County Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Seal/Mark Runway 18-36	\$427,700
T-Hangar Pavement Maintenance	\$10,000
Update Aiport Layout Plan	\$31,300*
Expand Apron	\$370,800*
20-Year	
Land Acquisition for Runway Extension (30 Acres)	\$225,000
Conduct Environmental Assessment	\$50,000
Expand/Widen Runway 18-36 to 4,000’ x 75’	\$844,200
Construct Runway 18-36 Partial Parallel Taxiway	\$598,800
Rehab/Mark Runway 18-36	\$1,259,900
Total Development Costs	\$3,817,700
* Indicates the Airport’s current CIP projects.	





County Memorial is located 6 miles southwest of the City of New Madrid in New Madrid County. Highway access to the airport is provided by Interstate 55 to State Hwy 61.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



COUNTY MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	5 Jobs
Payroll	\$112,800
Output	\$337,000

When all economic impact measures are combined and analyzed, County Memorial contributes 5 full-time jobs with earnings of nearly \$115,000. Total economic activity is estimated at \$337,000. In addition to the quantified economic benefits, County Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,202'	4,000'	Extend 798'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	Turnarounds	Turnarounds on each runway end	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone	Rotating Beacon Lighted wind cone/ segmented circle	None Install segmented circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	8 spaces	60% of based aircraft	None
Aircraft Apron	0 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 9 Apron Spaces
Terminal/Admin Building	0 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide a 1,500 square foot terminal building
Auto Parking	0 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 17 Auto spaces
Fuel	AvGas	AvGas	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	None	Loaner Car Available	Provide Loaner Car
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of County Memorial as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. County Memorial has one runway, Runway 18/36, that is 3,202 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,250	1,400	1,600	2,000
Itinerant	2,350	2,700	3,100	3,800
Total	3,600	4,100	4,700	5,800
Based Aircraft				
Single-Engine	10	10	11	11
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	12	12	13	13

Forecasts developed for County Memorial indicate that annual aircraft operations will increase from 3,600 to 5,800 through 2022. One additional aircraft is projected to be added to the 12 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for North Central Missouri Regional. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Update Airport Layout Plan	\$31,300*
Construct T-Hangar	\$365,800*
Construct Terminal Building	\$625,000*
Construct Runway 18-36 Parallel Taxiway	\$1,012,000
Install ASOS/AWOS	\$187,500*
Remove Obstruction (Tower)	\$500,000
Pavement Maintenance	\$275,600
20-Year	
Acquire Land for Runway 9-27 (75 Acres)	\$468,800*
Install PAPI/REIL on Crosswind Runway	\$154,400*
Install Runway Lighting (MIRL)	\$104,700*
Construct Runway 9-27 (4,000’ x 75’)	\$1,742,500*
Total Development Costs	\$5,467,600
* Indicates the Airport’s current CIP projects.	

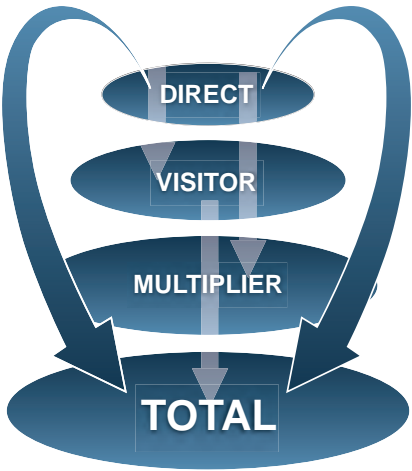




North Central Missouri Regional is located 5 miles southeast of the City of Brookfield and 5 miles northwest of the City of Marceline in Linn County. Highway access to the airport is provided by U.S. Highway 36.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



Economic impact Analysis were not performed for North Central Missouri Regional Airport because the airport was a new facility with limited activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,000'	4,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 18/36
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/NA	MIRL/Reflectors	None
NAVAIDS	None	Rotating Beacon	Install Rotating Beacon
	Lighted wind cone/ PAPI/ REIL	Lighted wind cone/ segmented Circle	Install Segmented circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	This airport was just constructed and additional facilities are being developed.	60% of based aircraft	Provide 21 Hangar Spaces
Aircraft Apron	0	40% of based aircraft plus an additional 25% for transient use	Provide 23 Apron Spaces
Terminal/Admin Building	0	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide a 1,500-square foot terminal building
Auto Parking	14	1 space for each based aircraft plus 25% for employees/visitors	Provide 30 additional auto spaces
Fuel	AvGas/JetA	AvGas	None
FBO		Full Service	Provide Full Service
Maintenance		Limited Service	Provide Limited Service
Ground Transportation		Loaner Car Available	Provide Loaner Car
Ground Communications		Public Phone	Install Public Phone

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of North Central Missouri Regional as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. North Central Missouri Regional has one runway, Runway 18/36, that is 4,000 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	0	7,300	8,300	10,400
Itinerant	0	4,800	5,600	7,000
Total	0	12,100	13,900	17,400
Based Aircraft				
Single-Engine	0	20	24	25
Multi-Engine	0	3	3	6
Jet	0	1	1	2
Helicopter	0	0	0	2
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	0	24	28	35

Forecasts developed for North Central Missouri Regional indicate that annual aircraft operations will increase from 0 to 17,400 through 2022. Thirty-five aircraft are projected to be based at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Grand Glaize. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Update Airport Layout Plan	\$31,300*
Purchase Land for RPZ	\$312,500
Taxiway Pavement Maintenance	\$453,800
Runway Pavement Maintenance	\$60,300
20-Year	
Rehab/Overlay/Mark Runway 14-32	\$418,600
Remove Obstructions	\$56,300
Seal/Mark Runway 14-32 Parallel Taxiway	\$235,800
Install Perimeter Fencing	\$118,500
Total Development Costs	\$1,687,100
* Indicates the Airport’s current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

Grand Glaize Airport

BUSINESS



Grand Glaize Airport



Grand Glaize is located within the city limits of the City of Osage Beach in Camden County. Highway access to the airport is provided by U.S. Highway 54.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



GRAND GLAIZE TOTAL AVIATION IMPACTS	
Employment	19 Jobs
Payroll	\$488,300
Output	\$1.3 Million

When all economic impact measures are combined and analyzed, Grand Glaize contributes 19 full-time jobs with earnings of nearly \$490,000. Total economic activity is estimated at \$1.3 Million. In addition to the quantified economic benefits, Grand Glaize also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as forest fire fighting, aerial photography, and other recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,205'	4,000'	Extend 795'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	Full	Turnarounds on each runway end	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ PAPI	Rotating Beacon Lighted wind cone/ segmented circle	None Install segmented circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	25 spaces	60% of based aircraft	None
Aircraft Apron	46 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	1,673 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	56 spaces	1 space for each based aircraft plus 25% for employees/visitors	None
Fuel	AvGas	AvGas	None
FBO	Limited	Full Service	Provide Full Service
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	Rental Cars/ Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Grand Glaize as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Grand Glaize has one runway, Runway 14/32, that is 3,205 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,440	1,500	1,500	1,700
Itinerant	6,560	6,800	7,100	7,500
Total	8,000	8,300	8,600	9,200
Based Aircraft				
Single-Engine	21	23	25	29
Multi-Engine	3	3	4	4
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	1	1	1	1
Total	25	27	30	34

Forecasts developed for Grand Glaize indicate that annual aircraft operations will increase from 8,000 to 9,200 through 2022. Nine additional aircraft are projected to be added to the 25 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Washington County. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Remove Hangar (Obstruction)	\$56,300
Install Security Fencing	\$123,500
Obstruction Removal	\$75,000
Update Airport Layout Plan	\$31,300*
20-Year	
Overlay/Mark Apron	\$324,000
Expand Runway 2-20 to 5,000’ x 75’	\$1,021,800*
Construct Runway 2-20 Parallel Taxiway	\$1,345,000*
Total Development Costs	\$2,976,900
* Indicates the Airport’s current CIP projects.	





Washington County is located 3 miles south-east of the City of Potosi in Washington County. Highway access to the airport is provided by County Highway 501.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



WASHINGTON COUNTY TOTAL AVIATION IMPACTS	
Employment	4 Jobs
Payroll	\$110,900
Output	\$719,200

When all economic impact measures are combined and analyzed, Washington County contributes 4 full-time jobs with earnings of over \$110,000. Total economic activity is estimated at \$719,200. In addition to the quantified economic benefits, Washington County also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as forest fire fighting, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-I	B-II	Upgrade ARC
Primary Runway Length	4,000'	4,000'	None
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 20
Approach	Visual	Non-Precision	Develop Non-Precision
Lighting	MIRL	MIRL/Reflectors	Install Reflectors
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	4 spaces	60% of based aircraft	None
Aircraft Apron	5 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	204 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 1,300 additional square feet
Auto Parking	6 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 2 additional auto spaces
Fuel	AvGas/ Jet A	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	Rental Cars/ Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Washington County as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Washington County has one runway, Runway 02/20, which is 4,000 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	700	800	900	1,000
Itinerant	2,214	2,400	2,700	3,200
Total	2,914	3,200	3,600	4,200
Based Aircraft				
Single-Engine	4	4	5	5
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	5	5	6	6

Forecasts developed for Washington County indicate that annual aircraft operations will increase from 2,914 to 4,200 through 2022. One additional aircraft is projected to be added to the 5 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Rolla Downtown. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports' master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

No airport projects were identified for the Rolla Downtown Airport as part of the System Plan. The need for projects at the airport will continue to be considered in the future, as demand and future conditions warrant.

MISSOURI STATE AIRPORT SYSTEM PLAN

Rolla Downtown Airport

BUSINESS



Rolla Downtown Airport

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Rolla Downtown is located 2.5 miles southwest of the City of Rolla in Phelps County. Highway access to the airport is provided by Interstate 44.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



ROLLA DOWNTOWN AIRPORT TOTAL AVIATION IMPACTS	
Employment	3 Jobs
Payroll	\$67,000
Output	\$208,200

When all economic impact measures are combined and analyzed, Rolla Downtown contributes 3 full-time jobs with earnings of nearly \$70,000. Total economic activity is estimated at \$208,200. In addition to the quantified economic benefits, Rolla Downtown also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,028'	4,000'	Extend 972'
Primary Runway Width	38'	75'	Widen 37'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 06/27
Approach	Non- Precision	Non-Precision	None
Lighting	MIRL	MIRL/Reflectors	Install Reflectors
NAVAIDS	None	Rotating Beacon	Install Rotating Beacon
	Lighted wind cone	Lighted wind cone/ segmented circle	Install segmented circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	16 spaces	60% of based aircraft	None
Aircraft Apron	0 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 11 Apron Spaces
Terminal/Admin Building	0 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide a 1,300 square foot terminal building
Auto Parking	0 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 21 auto spaces
Fuel	None	AvGas	Install AvGas
FBO	None	Full Service	Provide Full Service
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	None	Loaner Car Available	Provide a Courtesy Car
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Rolla Downtown as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Rolla Downtown has one runway, Runway 06/27, which is 3,028 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,000	1,100	1,100	1,200
Itinerant	1,000	1,100	1,100	1,200
Total	2,000	2,200	2,200	2,400
Based Aircraft				
Single-Engine	12	13	14	16
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	1	1	1	1
Total	13	14	15	17

Forecasts developed for Rolla Downtown indicate that annual aircraft operations will increase from 2,000 to 2,400 through 2022. Four additional aircraft are projected to be added to the 13 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Salem Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Overlay/Mark Runway 17-35	\$428,800
Apron Pavement Maintenance	\$138,200
Taxiway Pavement Maintenance	\$65,300
T-Hangar Pavement Maintenance	\$30,900
Install AWOS	\$187,500*
Acquire Land for RPZ (30 Acres)	\$300,000
Improve Safety Areas	\$56,300
Update Airport Layout Plans	\$31,300*
Expand Aircraft Parking Apron	\$627,800*
20-Year	
Conduct Environmental Assessment	\$50,000
Expand Runway 17-35 to 4,000’ x 75’	\$1,118,400
Rehab/Mark Runway 17-35	\$153,300
Rehab/Mark Taxiway	\$53,400
Total Development Costs	\$3,241,200
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Salem Memorial is located 4 miles southwest of the City of Salem in Dent County. Highway access to the airport is provided by State Highway 32.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



SALEM MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	5 Jobs
Payroll	\$106,900
Output	\$206,100

When all economic impact measures are combined and analyzed, Salem Memorial contributes 5 full-time jobs with earnings of nearly \$107,000. Total economic activity is estimated at \$206,100. In addition to the quantified economic benefits, Salem Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	2,999'	4,000'	Extend 1,001'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	Turnaround	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 35
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ REIL	Rotating Beacon Lighted wind cone/ segmented circle	None Install segmented circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	13 spaces	60% of based aircraft	None
Aircraft Apron	5 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 5 additional Apron Spaces
Terminal/Admin Building	200 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 1,300 additional square feet
Auto Parking	10 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 10 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	None	Loaner Car Available	Provide a Courtesy Car
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Salem Memorial as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Salem Memorial has one runway, Runway 17/35, that is 2,999 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,900	2,000	2,000	2,200
Itinerant	2,880	3,000	3,100	3,300
Total	4,780	5,000	5,100	5,500
Based Aircraft				
Single-Engine	11	12	12	13
Multi-Engine	2	2	2	2
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	13	14	14	15

Forecasts developed for Salem Memorial indicate that annual aircraft operations will increase from 4,780 to 5,500 through 2022. Two additional aircraft are projected to be added to the 13 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Saint Clair Regional. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct T-Hangar/Demolish 3-Bay Hangar	\$739,000
Install MIRL	\$60,700
Runway 2-20 Pavement Maintenance	\$396,000
Install Runway 20 PAPI’s	\$76,600
Purchase Land for Approaches/RPZ (15 Acres)	\$187,500
Remove Obstructions	\$43,800
20-Year	
Construct T-Hangars, Demolish 9-Bay T-Hangar	\$577,000*
Conduct Environmental Assessment	\$50,000
Acquire Land for T-Hangars, AWOS, Segmented Circle & Building Restriction Line	\$337,500*
Extend Drainage Box Culvert at Runway 20 End	\$81,500*
Rehab/Mark Runway 2-20	\$411,400
Expand Runway 2-20 (4,000’ x 75’)	\$756,300
Rehab/Mark Runway 2-20 Parallel Taxiway	\$165,800
Total Development Costs	\$3,883,100
* Indicates the Airport’s current CIP projects.	





Saint Clair Regional is located 2 miles north of the City of Saint Clair in Franklin County. Highway access to the airport is provided by Interstate 44.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



SAINT CLAIR REGIONAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	7 Jobs
Payroll	\$183,800
Output	\$328,900

When all economic impact measures are combined and analyzed, Saint Clair Regional contributes 7 full-time jobs with earnings of nearly \$185,000. Total economic activity is estimated at \$328,900. In addition to the quantified economic benefits, Saint Clair Regional also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as law enforcement, recreational uses, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,198'	4,000'	Extend 802'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	Partial	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 20
Approach	Visual	Non-Precision	Develop Non-Precision
Lighting	LIRL/Reflectors	MIRL/Reflectors	Upgrade LIRL to MIRL
NAVAIDS	Rotating Beacon Lighted wind cone/ REIL	Rotating Beacon Lighted wind cone/ segmented circle	None Install segmented circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	40 spaces	60% of based aircraft	None
Aircraft Apron	2 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 28 additional Apron Spaces
Terminal/Admin Building	360 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 1,140 additional square feet
Auto Parking	12 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 45 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	None	Loaner Car Available	Provide Courtesy Car
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Saint Clair Regional as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Saint Clair Regional has one runway, Runway 02/20, that is 3,198 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	5,900	6,800	7,700	9,500
Itinerant	4,100	4,700	5,300	6,600
Total	10,000	11,500	13,000	16,100
Based Aircraft				
Single-Engine	35	38	40	46
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Glider	0	0	0	0
Ultralight	0	0	0	0
Total	35	38	40	46

Forecasts developed for Saint Clair Regional indicate that annual aircraft operations will increase from 10,000 to 16,100 through 2022. Eleven additional aircraft are projected to be added to the 35 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Trenton Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct Full Parallel Taxiway w/Connectors	\$828,100
Apron Pavement Maintenance	\$280,800
T-Hangar Pavement Maintenance	\$111,500
Runway Pavement Maintenance	\$107,200
Taxiway Pavement Maintenance	\$16,700
Improve Airport Drainage	\$312,500*
Acquire Land for RPZ/Obstruction Removal (40 Acres)	\$500,000
Obstruction Removal	\$93,800
20-Year	
Slurry Seal Runway 18-36	\$332,700
Total Development Costs	\$2,583,300
* Indicates the Airport’s current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

Trenton Municipal Airport

BUSINESS



Trenton Municipal Airport

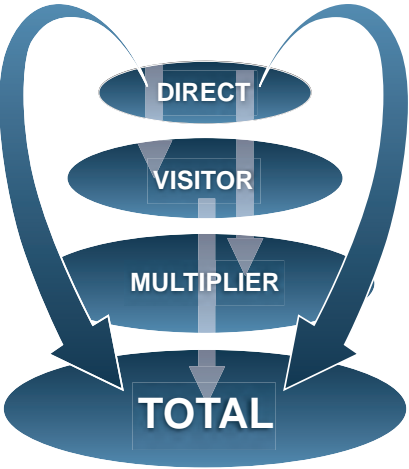
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Trenton Municipal is located 1.5 miles east of the City of Trenton in Grundy County. Highway access to the airport is provided by U.S. Highway 65.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



TRENTON MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	5 Jobs
Payroll	\$131,800
Output	\$900,000

When all economic impact measures are combined and analyzed, Trenton Municipal contributes 5 full-time jobs with earnings of nearly \$132,000. Total economic activity is estimated at \$900,000. In addition to the quantified economic benefits, Trenton Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,307'	4,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	Turnaround	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 18
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ PAPI/ REIL	Rotating Beacon Lighted wind cone/ segmented circle	None Install segmented circle
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	26 spaces	60% of based aircraft	None
Aircraft Apron	1 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 5 additional apron spaces
Terminal/Admin Building	10,000 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	42 spaces	1 space for each based aircraft plus 25% for employees/visitors	None
Fuel	AvGas/ Jet A	AvGas	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	Rental Cars/ Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone/ GCO	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Trenton Municipal as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Trenton Municipal has one runway, Runway 18/36, that is 4,307 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	590	600	700	800
Itinerant	2,310	2,500	1,300	3,000
Total	2,900	3,100	2,000	3,800
Based Aircraft				
Single-Engine	7	7	7	8
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	1	1	1	1
Total	8	8	8	9

Forecasts developed for Trenton Municipal indicate that annual aircraft operations will increase from 2,900 to 3,800 through 2022. One additional aircraft is projected to be added to the 8 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Roy Otten Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct Aircraft Turnarounds	\$143,500
Apron Pavement Maintenance	\$13,700
T-Hangar Pavement Maintenance	\$221,100
Taxiway Pavement Maintenance	\$88,700
Install MIRL	\$99,500
Land Acquisition RPZ/Extension (30 Acres)	\$375,000
Mill and Overlay Runway	\$357,500
Obstruction Removal	\$56,300
20-Year	
Conduct Environmental Assessment	\$50,000
Expand Runway 7-25 to 4,000’ x 75’	\$1,357,000
Total Development Costs	\$2,762,300
* Indicates the Airport’s current CIP projects.	





Roy Otten Memorial is located 2 miles west of the City of Versailles in Morgan County. Highway access to the airport is provided by State Highway 52.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



ROY OTTEN MEMORIAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	14 Jobs
Payroll	\$302,700
Output	\$1.0 Million

When all economic impact measures are combined and analyzed, Roy Otten Memorial contributes 14 full-time jobs with earnings of nearly \$303,000. Total economic activity is estimated at \$1 Million. In addition to the quantified economic benefits, Roy Otten Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as just-in-time shipping, law enforcement, and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	2,805'	4,000'	Extend 1,195'
Primary Runway Width	39'	75'	Widen 36'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 07/25
Approach	Visual	Non-Precision	Develop Non-Precision
Lighting	LIRL/Reflectors	MIRL/Reflectors	Upgrade LIRL to MIRL
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	27 spaces	60% of based aircraft	None
Aircraft Apron	9 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 13 additional apron spaces
Terminal/Admin Building	500 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 1,000 additional square feet
Auto Parking	16 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 26 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Limited Service	None
Ground Transportation	Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Roy Otten Memorial as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Roy Otten Memorial has one runway, Runway 07/25, which is 2,805 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,500	2,800	3,100	3,600
Itinerant	3,050	3,400	3,700	4,500
Total	5,550	6,200	6,800	8,100
Based Aircraft				
Single-Engine	25	27	29	33
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	1	1	1	1
Total	26	28	30	34

Forecasts developed for Roy Otten Memorial indicate that annual aircraft operations will increase from 5,550 to 8,100 through 2022. Eight additional aircraft are projected to be added to the 26 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Warsaw Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct Hangar Taxilane	\$305,100*
Construct 10-Unit T-Hangar	\$468,800*
Airport Master Plan Update	\$100,000*
Conduct Environmental Assessment	\$50,000
Construct Parallel Taxiway	\$1,015,500
Extend Runway 18-36 to 4,000’ x 75’	\$927,900
20-Year	
Overlay/Mark Apron	\$324,000
Expand Runway 2-20 to 5,000’ x 75’	\$1,021,800*
Construct Runway 2-20 Parallel Taxiway	\$1,345,000*
Airport Layout Plan	\$50,000*
Total Development Costs	\$5,608,100
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Warsaw Municipal is located 5 miles north of the City of Warsaw in Benton County. Highway access to the airport is provided by U.S. Highway 65.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



WARSAW MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	4 Jobs
Payroll	\$105,500
Output	\$318,500

When all economic impact measures are combined and analyzed, Warsaw Municipal contributes 4 full-time jobs with earnings of nearly \$106,000. Total economic activity is estimated at \$318,500. In addition to the quantified economic benefits, Warsaw Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as law enforcement, recreational uses, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,300'	4,000'	Extend 700'
Primary Runway Width	60'	75'	Widen 15'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 18/36
Approach	Visual	Non-Precision	Develop Non-Precision
Lighting	MIRL/Reflectors	MIRL/Reflectors	None
NAVAIDS	Rotating Beacon Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	AWOS-3	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	10 spaces	60% of based aircraft	None
Aircraft Apron	15 spaces	40% of based aircraft plus an additional 25% for transient use	None
Terminal/Admin Building	1,600 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	11 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 5 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	None	Full Service	Provide Full Service
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	Rental Cars/ Courtesy Car	Loaner Car Available	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business Airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Warsaw Municipal as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Warsaw Municipal has one runway, Runway 18/36, that is 3,300 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,252	1,500	1,600	2,000
Itinerant	2,704	3,100	3,600	4,400
Total	3,956	4,600	5,200	6,400
Based Aircraft				
Single-Engine	10	11	12	13
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	10	11	12	13

Forecasts developed for Warsaw Municipal indicate that annual aircraft operations will increase from 3,956 to 6,400 through 2022. Three additional aircraft are projected to be added to the 10 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Willow Springs Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependant on the local environment.

	Estimated Cost
5-Year	
Install Airport Beacon	\$62,500
Obstruction Removal	\$62,500
20-Year	
Airport Layout Plan	\$31,250
Land Acquisition for RPZ's (15 Acres)	\$187,500
Total Development Costs	\$343,750
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Willow Springs Memorial is located 0.4 miles northeast of the City of Warsaw in Howell County. Highway access to the airport is provided by State Highway 76.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



WILLOW SPRINGS MEMORIAL TOTAL AVIATION IMPACTS	
Employment	4 Jobs
Payroll	\$97,000
Output	\$235,100

When all economic impact measures are combined and analyzed, Willow Springs Memorial contributes 4 full-time jobs with earnings of nearly \$100,000. Total economic activity is estimated at \$235,100. In addition to the quantified economic benefits, Willow Springs Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as just-in-time shipping, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,502'	4,000'	Extend 498'
Primary Runway Width	50'	75'	Widen 25'
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/ taxiway connector on RWY 35
Approach	Visual	Non-Precision	Develop Non-Precision
Lighting	LIRL/Reflectors	MIRL/Reflectors	Upgrade LIRL to MIRL
NAVAIDS	None Lighted wind cone/ segmented circle	Rotating Beacon Lighted wind cone/ segmented circle	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	22 spaces	60% of based aircraft	None
Aircraft Apron	4 spaces	40% of based aircraft plus an additional 25% for transient use	Provide 15 additional apron spaces
Terminal/Admin Building	600 square feet	1,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 900 square feet
Auto Parking	8 spaces	1 space for each based aircraft plus 25% for employees/visitors	Provide 26 additional auto spaces
Fuel	AvGas	AvGas	None
FBO	Full Service	Full Service	None
Maintenance	None	Limited Service	Provide aircraft repair services
Ground Transportation	Rental Cars	Loaner Car Available	Provide courtesy car
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Business airports as those airports that focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports serve a supplemental contributing role for the local economy, and are located throughout the State to serve business needs and provide another connection to the State’s transportation infrastructure.

MoSASP recommendations include the classification of Willow Springs Memorial as a Business Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Willow Springs Memorial has one runway, Runway 17/35, that is 3,502 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,400	2,600	2,800	3,200
Itinerant	2,700	2,900	3,100	3,500
Total	5,100	5,500	5,900	6,700
Based Aircraft				
Single-Engine	20	22	23	26
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Glider	0	0	0	0
Ultralight	2	2	2	3
Total	22	24	25	29

Forecasts developed for Willow Springs Memorial indicate that annual aircraft operations will increase from 5,100 to 6,700 through 2022. Seven additional aircraft are projected to be added to the 22 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Cape Girardeau Regional Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Rehabilitate T-Hangar Taxiways	\$584,000*
Rehabilitate Runway Lighting (2-20)	\$375,000
Conduct Environmental Assessment	\$75,000
Reconstruct Taxiway F to T-Hangar Area	\$679,100
Reconstruct and Extend T-Hangar Taxiways	\$807,200
Rehabilitate Parallel Taxiway 10-28	\$817,000
Install Perimeter Fencing	\$121,000
Construct ARFF and SRE Storage Building	\$880,000*
Construct Access & Utilities for SRE & ARFF Building	\$625,000*
Land Acquisition for Development/Relocation	\$210,000*
Construct Connector Taxiway (E to F)	\$621,900*
Rehabilitate Runway 2/20	\$560,000*
20-Year	
Acquire Snow Removal Equipment	\$231,300*
Rehab/Mark GA Apron	\$570,000
Rehab/Mark Runway 10-28	\$1,213,200
Extend Parallel Taxiway 2-20	\$701,300
Total Development Costs	\$9,071,000
* Indicates the Airport’s current CIP projects.	





The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

Cape Girardeau Regional Airport is located approximately 6 miles south of downtown Cape Girardeau in Cape Girardeau County. Highway access to the airport is provided by U.S. Highway 61, as well as Interstate 55.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CAPE GIRARDEAU REGIONAL TOTAL AVIATION IMPACTS	
Employment	142 Jobs
Payroll	\$3.5 Million
Output	\$12 Million

When all economic impact measures are combined and analyzed, Cape Girardeau Regional Airport contributes 142 full-time jobs with earnings of \$3.5 million. Total economic activity is estimated at \$12 million. In addition to the quantified economic benefits, Cape Girardeau Regional Airport also provides qualitative benefits to the local community by providing scheduled commercial airline service, recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development, just-in-time shipping, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	D-IV	C-II	None
Primary Runway Length	6,499'	5,500'	None
Primary Runway Width	150'	100'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Precision	Non-Precision	None
Lighting	HIRL/MITL	MIRL/MITL	None
NAVAIDS	Rotating Beacon Lighted wind cone	Rotating Beacon Lighted wind cone/ segmented circle REILs	None
	VASI	VGSI (VASIs/PAPIs)	Replace VASIs with PAPIs
	MALSR/ODALS	Other	None
Weather	ATCT/ASOS	AWOS/ATCT	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	64 spaces	70% of based aircraft	None
Aircraft Apron	105 spaces	30% of based aircraft plus an additional 75% for transient use	None
Terminal/Admin Building	25,000 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	91 spaces	1 space for each based aircraft plus 50% for employees/visitors	None
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone, GCO	Public Phone and GCO	None

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Cape Girardeau Regional Airport as a Commercial Airport due to the Airport’s status as a FAA commercial service airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Cape Girardeau Regional Airport has two runways, Runway 10/28 and Runway 02/20, that are 6,499 and 3,996 feet long, respectively, with Runway 10/28 being the primary runway.

The following summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	8,148	9,100	10,000	11,900
Itinerant	18,613	20,700	22,900	27,100
Total	26,761	29,800	32,900	39,000
Based Aircraft				
Single-Engine	35	37	38	40
Multi-Engine	12	13	13	14
Jet	1	1	2	3
Helicopter	0	0	0	0
Gliders	1	1	1	1
Ultralight	0	0	0	0
Total	49	51	54	59

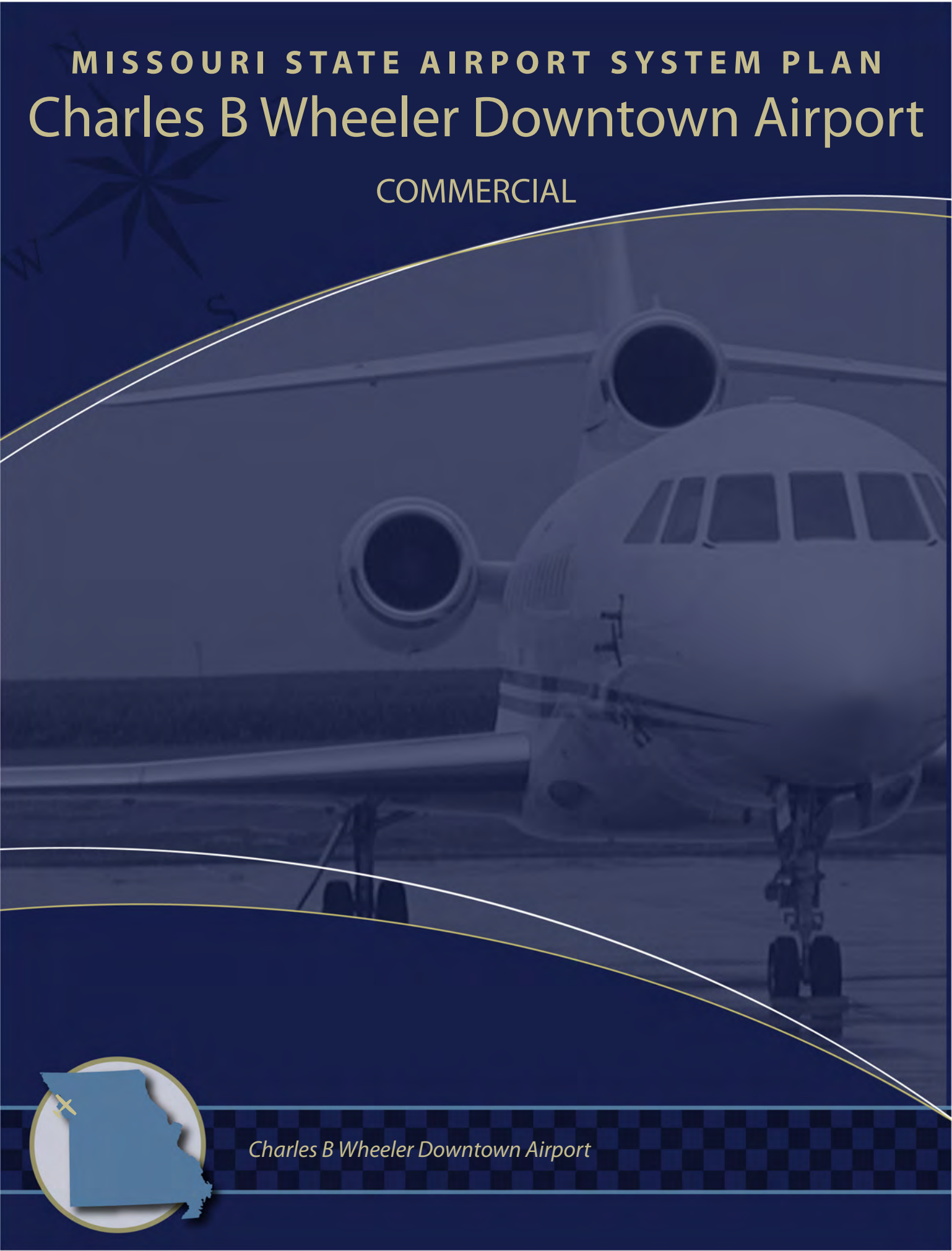
Forecasts developed for Cape Girardeau Regional Airport indicate that annual aircraft operations will increase from 26,761 to 39,000 through 2022. Ten additional aircraft are projected to be added to the 49 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Charles B Wheeler Downtown Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Reconstruct Runway 1-19	\$4,312,500
Replace Airfield Lighting (1-19)	\$2,500,000
Install Perimeter Fencing	\$437,500
Rehabilitate Runway 3-21	\$7,500,000*
Construct Taxiway (Realignment)	\$10,000,000
Airport Drainage Study	\$625,000*
Fuel Farm Relocation	\$3,375,000*
20-Year	
Seal/Mark Runway 1-19	\$891,300
Seal/Mark Runway 3-21	\$834,100
Total Development Costs	\$30,475,400
* Indicates the Airport’s current CIP projects.	





Charles B Wheeler Downtown Airport is located approximately 1 mile north of downtown Kansas City in Jackson County. Highway access to the airport is provided by U.S. Highway 169, as well as Interstates 29, 35, and 70.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CHARLES B WHEELER DOWNTOWN AIRPORT TOTAL AVIATION IMPACTS	
Employment	571 Jobs
Payroll	\$12.1 Million
Output	\$44.5 Million

When all economic impact measures are combined and analyzed, Charles B Wheeler Downtown Airport contributes 572 full-time jobs with earnings of \$12.1 million. Total economic activity is estimated at \$44.5 million. In addition to the quantified economic benefits, Charles B Wheeler Downtown Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development, just-in-time shipping, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	D-IV	C-II	None
Primary Runway Length	7,002'	5,500'	None
Primary Runway Width	150'	100'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Precision	Non-Precision	None
Lighting	HIRL/MITL	MIRL/MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted wind cone/segmented circle	Lighted wind cone/segmented circle	None
	REILs	REILs	None
	VASI	VGSI (VASIs/PAPIs)	Replace VASIs with PAPIs
	MALSf	Other	None
Weather	ATCT	AWOS/ATCT	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	182 spaces	70% of based aircraft	113 additional spaces needed
Aircraft Apron	120 spaces	30% of based aircraft plus an additional 75% for transient use	322 additional spaces needed
Terminal/Admin Building	26,500 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	1,736 spaces	1 space for each based aircraft plus 50% for employees/visitors	None
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone, GCO	Public Phone and GCO	None

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Charles B Wheeler Downtown Airport as a Commercial Airport due to the Airport’s status as a designated FAA reliever facility and its Part 139 certification. The airport should provide appropriate facilities and services commensurate with its recommended system role. Charles B Wheeler Downtown Airport has two runways, Runway 01/19 and Runway 03/21, that are 7,002 and 5,050 feet long, respectively, with Runway 01/19 being the primary runway.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	36,785	38,200	39,600	42,400
Itinerant	86,542	89,800	93,100	99,700
Total	123,327	128,000	132,700	142,100
Based Aircraft				
Single-Engine	167	184	200	234
Multi-Engine	91	100	109	127
Jet	41	45	49	57
Helicopter	2	2	2	3
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	301	331	361	421

Forecasts developed for Charles B Wheeler Downtown Airport indicate that annual aircraft operations will increase from 123,327 to 142,100 through 2022. An additional 120 aircraft are projected to be added to the 301 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Columbia Regional Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Improve Runway (20) Safety Area	\$56,300
Rehabilitate Runway 3-31	\$1,131,900
Acquire Land for Runway 2-20	\$375,000*
Environmental Assessment	\$100,000
Reconstruct/Mark GA Apron	\$937,500
Upgrade/Extension Runway 13-31	\$4,925,600
Rehabilitate Air Carrier Apron	\$780,000*
Acquire SRE	\$125,000*
Acquire ARFF Vehicle	\$312,500*
Conduct Pavement Study	\$75,000*
Expand Auto Parking	\$258,900*
Cargo Apron w/ Taxiway	\$1,406,100*
Terminal Upgrade Study	\$100,000*
20-Year	
Preliminary Terminal Upgrade Design	\$150,000*
ARFF Relocation	\$323,800*
Reconstruction of Runway 2-20 and Taxiway A	\$3,300,000*
Construct T-Hangar Apron/Taxiway	\$851,700*
Passenger Terminal Upgrade	\$5,000,000*
Seal/Mark Pavements	\$498,600
Total Development Costs	\$20,707,900
* Indicates the Airport’s current CIP projects.	



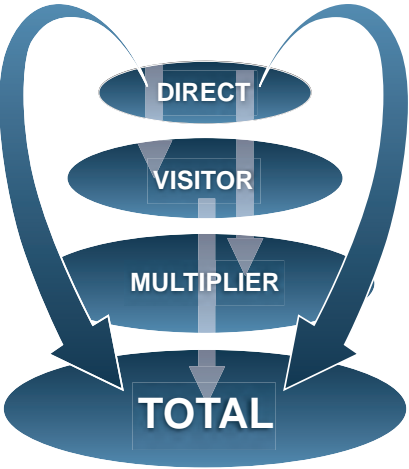
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Columbia Regional Airport is located approximately 13 miles southeast of downtown Columbia in Boone County. Highway access to the airport is provided by U.S. Highway 63.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



COLUMBIA REGIONAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	825 Jobs
Payroll	\$30 Million
Output	\$101.6 Million

When all economic impact measures are combined and analyzed, Columbia Regional Airport contributes 825 full-time jobs with earnings of \$30 million. Total economic activity is estimated at \$101.6 million. In addition to the quantified economic benefits, Columbia Regional Airport also provides qualitative benefits to the local community by providing scheduled commercial airline service, recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development, just-in-time shipping, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	C-III	C-II	None
Primary Runway Length	6,501'	5,500'	None
Primary Runway Width	150'	100'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Precision	Non-Precision	None
Lighting	HIRL/MITL	MIRL/MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted wind cone	Lighted wind cone/ segmented circle	None
	REILs	REILs	None
	VASI	VGSI (VASIs/PAPIs)	Replace VASIs with PAPIs
	ODALS	Other	None
Weather	ATCT	AWOS/ATCT	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	57 spaces	70% of based aircraft	4 additional spaces needed
Aircraft Apron	63 spaces	30% of based aircraft plus an additional 75% for transient use	28 additional spaces needed
Terminal/Admin Building	5,400 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	780 spaces	1 space for each based aircraft plus 50% for employees/visitors	None
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone, GCO	Public Phone and GCO	None

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Columbia Regional Airport as a Commercial Airport due to the Airport’s status as a FAA commercial service airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Columbia Regional Airport has two runways, Runway 02/20 and Runway 13/31, that are 6,501 and 4,401 feet long, respectively, with Runway 02/20 being the primary runway.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	8,075	8,700	9,300	10,500
Itinerant	28,299	30,400	32,600	36,900
Total	36,374	39,100	41,900	47,400
Based Aircraft				
Single-Engine	40	43	46	52
Multi-Engine	17	18	20	22
Jet	8	9	9	10
Helicopter	2	2	2	3
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	67	72	77	87

Forecasts developed for Columbia Regional Airport indicate that annual aircraft operations will increase from 36,374 to 47,400 through 2022. Twenty additional aircraft are projected to be added to the 67 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Creve Coeur Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Extend T-Hangar Taxiway	\$316,300*
Construct T-Hangars	\$437,500*
Expand Terminal Building	\$375,000*
T-Hangar Pavement Maintenance	\$655,500
Land Acquisition for RPZ's (20 Acres)	\$500,000
20-Year	
Update Airport Master Plan	\$100,000*
Install AWOS	\$187,500
Rehab/Mark Runway 16-34 Parallel Taxiway	\$319,100
Total Development Costs	\$2,890,900
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Creve Coeur Airport is located approximately 20 miles northwest of downtown St. Louis in Louis County. Highway access to the airport is provided by Creve Coeur Mill Road, as well as Interstates 70 and 270.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CREVE COEUR AIRPORT TOTAL AVIATION IMPACTS	
Employment	20 Jobs
Payroll	\$426,000
Output	\$2.6 Million

When all economic impact measures are combined and analyzed, Creve Coeur Airport contributes 20 full-time jobs with earnings of \$426,000. Total economic activity is estimated at \$2.6 million. In addition to the quantified economic benefits, Creve Coeur Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development, experimental aircraft activity, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	C-II	Upgrade ARC design standards
Primary Runway Length	4,500'	5,500'	Extend RWY 1,500'
Primary Runway Width	75'	100'	Widen RWY 25'
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL	Install MITL
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted wind cone/ segmented circle	Lighted wind cone/ segmented circle	None
	REILs	REILs	None
	PAPIs	VGSI (VASIs/PAPIs)	None
Weather	None	AWOS/ATCT	Install AWOS/ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	121 spaces	70% of based aircraft	134 additional spaces needed
Aircraft Apron	59 spaces	30% of based aircraft plus an additional 75% for transient use	323 additional spaces needed
Terminal/Admin Building	16,000 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	40 spaces	1 space for each based aircraft plus 50% for employees/visitors	496 additional spaces needed
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Creve Coeur Airport as a Commercial Airport due to the Airport’s status as a designated FAA reliever facility. The airport should provide appropriate facilities and services commensurate with its recommended system role. Creve Coeur Airport has two runways, Runway 16/34 and Runway 07/25, that are 4,500 and 3,040 feet long, respectively, with Runway 16/34 being the primary runway.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	24,150	27,800	31,500	38,900
Itinerant	8,850	10,200	11,500	14,200
Total	33,000	38,000	43,000	53,100
Based Aircraft				
Single-Engine	300	305	307	316
Multi-Engine	20	21	21	22
Jet	4	7	12	18
Helicopter	6	6	6	7
Gliders	1	1	1	1
Ultralight	0	0	0	0
Total	331	339	348	364

Forecasts developed for Creve Coeur Airport indicate that annual aircraft operations will increase from 33,000 to 53,100 through 2022. Thirty-three additional aircraft are projected to be added to the 331 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Jefferson City Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Seal Coat Runway 12-30	\$370,000
Construct Parallel Taxiway 12-30	\$1,833,500
Runway 9-27 Pavement Maintenance	\$14,300
T-Hangar Pavement Maintenance	\$339,400
Taxiway Pavement Maintenance	\$62,400
Rwy 12-30 Safety Area Grading	\$31,300
Rehabilitate Apron	\$312,500
New Air Traffic Control Tower	\$3,750,000*
Update Airport Mater Plan Study	\$106,300*
Acquire ARFF Vechicle (Required by Part 139 Only)	\$62,500*
Construct ARFF Storage Building	\$187,500*
Acquire Snow Removal Equipment	\$187,500*
20-Year	
Rehabilitate Runway 9-27	\$524,400
Rehabilitate Runway 12-30	\$1,050,000
Extend Runway 9-27	\$2,500,000*
Total Development Costs	\$11,331,600
* Indicates the Airport’s current CIP projects.	



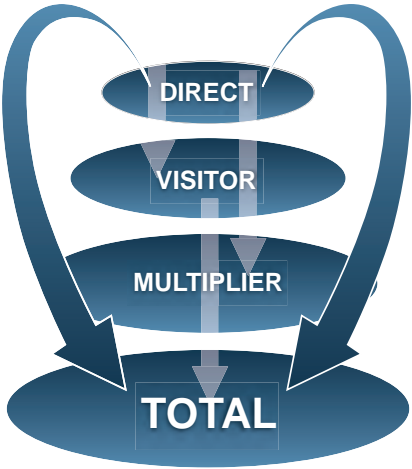


Jefferson City Memorial Airport is located approximately 2 miles north of downtown Jefferson City in Callaway County. Highway access to the airport is provided by U.S. Highways 54 and 63.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



JEFFERSON CITY MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	211 Jobs
Payroll	\$6.3 Million
Output	\$11 Million

When all economic impact measures are combined and analyzed, Jefferson City Memorial Airport contributes 211 full-time jobs with earnings of \$6.3 million. Total economic activity is estimated at \$11 million. In addition to the quantified economic benefits, Jefferson City Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development, just-in-time shipping, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	D-III	C-II	None
Primary Runway Length	6,001'	5,500'	None
Primary Runway Width	100'	100'	None
Taxiway Type	Partial Parallel	Full Parallel	Extend TXY to RWY 12
Approach	Precision	Non-Precision	None
Lighting	HIRL/MITL	MIRL/MITL	None
NAVAIDS	Rotating Beacon Lighted wind cone	Rotating Beacon Lighted wind cone/ segmented circle	None None
	REILs	REILs	None
	VASI	VGSI (VASIs/PAPIs)	Replace VASIs with PAPIs None
	MALSR	Other	
Weather	ASOS/ATCT	AWOS/ATCT	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	52 spaces	70% of based aircraft	1 additional space needed
Aircraft Apron	114 spaces	30% of based aircraft plus an additional 75% for transient use	None
Terminal/Admin Building	3,400 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	175 spaces	1 space for each based aircraft plus 50% for employees/visitors	None
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone, GCO	Public Phone and GCO	None

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Jefferson City Memorial Airport as a Commercial Airport due to the Airport’s Part 139 Certification. The airport should provide appropriate facilities and services commensurate with its recommended system role. Jefferson City Memorial Airport has two runways, Runway 12/30 and Runway 09/27, that are 6,001 and 3,401 feet long, respectively, with Runway 12/30 being the primary runway.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	12,550	13,000	13,500	14,500
Itinerant	21,308	22,100	22,900	24,500
Total	33,858	35,100	36,400	39,000
Based Aircraft				
Single-Engine	35	38	40	46
Multi-Engine	12	13	14	16
Jet	6	6	7	8
Helicopter	5	5	6	7
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	58	62	67	75

Forecasts developed for Jefferson City Memorial Airport indicate that annual aircraft operations will increase from 33,858 to 39,000 through 2022. Seventeen additional aircraft are projected to be added to the 58 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Joplin Regional Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct Terminal Apron	\$1,367,000*
Expand Access Road	\$364,600*
Construct Landside Access Road to GA Apron	\$571,300*
Construct New Terminal Building Phase I	\$800,000*
Construct Corporate Apron	\$391,100*
Construct Access Road for New Terminal	\$1,965,000*
Construct Parking Lot for New Terminal	\$2,325,000*
T-Hangar/Apron Construction	\$1,367,000*
Construct Connecting Taxiway	\$937,500*
Install Perimeter Fencing	\$297,600
Improve Runway 13-31 Safety Area	\$1,715,600
Widen Taxiway “A”	\$120,000
Overlay/Mark & Groove Runway 13-31	\$1,500,000
Marking and Signage	\$161,100*
Stregthen Runway 18-36	\$2,900,000
NAVAIDS for Runway 18/36	\$240,000*
Expand Terminal Apron	\$270,200*
Expand Apron	\$243,500*
Update Airport Master Plan	\$110,900*
Renovate Terminal	\$350,000*
Security Enhancements	\$57,000*
New Terminal Bldg Phase 2 (site prep)	\$2,700,000*
New Terminal Bldg Phase 3	\$2,415,000*
New Terminal Bldg Phase 4	\$1,111,100*
New Terminal Bldg Phase 5	\$1,111,100*
20-Year	
Rehab/Mark Runway 13-31	\$1,724,200
Rehab/Mark Runway 5-23	\$520,800
Rehab/Mark Runway 18-36	\$1,216,100
Total Development Costs	\$28,852,700
* Indicates the Airport’s current CIP projects.	



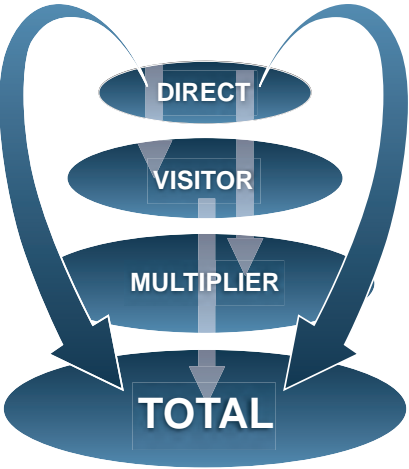
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Joplin Regional Airport is located approximately 5 miles north of downtown Joplin in Jasper County. Highway access to the airport is provided by U.S. Highway 71 and State Highways 43 and 171.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



JOPLIN REGIONAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	256 Jobs
Payroll	\$7.4 Million
Output	\$20.9 Million

When all economic impact measures are combined and analyzed, Joplin Regional Airport contributes 256 full-time jobs with earnings of \$7.4 million. Total economic activity is estimated at \$20.9 million. In addition to the quantified economic benefits, Joplin Regional Airport also provides qualitative benefits to the local community by providing scheduled commercial airline service, recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development, just-in-time shipping, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	C-III	C-II	None
Primary Runway Length	6,502'	5,500'	None
Primary Runway Width	150'	100'	None
Taxiway Type	Partial Parallel	Full Parallel	None
Approach	Precision	Non-Precision	None
Lighting	HIRL/MITL	MIRL/MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted wind cone	Lighted wind cone/segmented circle	None
	REILs	REILs	None
	PAPI	VGSI (VASIs/PAPIs)	None
	MALSR/ODALS	Other	None
Weather	ATCT	AWOS/ATCT	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	75 spaces	70% of based aircraft	23 additional spaces needed
Aircraft Apron	55 spaces	30% of based aircraft plus an additional 75% for transient use	95 additional spaces needed
Terminal/Admin Building	25,000 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	303 spaces	1 space for each based aircraft plus 50% for employees/visitors	None
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone, GCO	Public Phone and GCO	None

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Joplin Regional Airport as a Commercial Airport due to the Airport’s status as a FAA commercial service airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Joplin Regional Airport has three runways: Runway 05/23, Runway 13/31, and Runway 18/36, which are 3,604; 6,502; and 6,500 feet long, respectively, with Runway 13/31 being the primary runway.

The following summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	13,757	15,300	16,900	20,000
Itinerant	30,704	34,200	37,700	44,700
Total	44,461	49,500	54,600	64,700
Based Aircraft				
Single-Engine	66	71	76	86
Multi-Engine	32	34	37	42
Jet	7	8	8	9
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	2	2	2	2
Total	108	116	124	140

Forecasts developed for Joplin Regional Airport indicate that annual aircraft operations will increase from 44,461 to 64,700 through 2022. Thirty-two additional aircraft are projected to be added to the 108 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Kirkville Regional Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Glide Slope -Runway 36	\$625,000
Relocate Localizer (Under Contract with FAA Reimbursable Agent)	\$285,000
Upgrade MALS to MALSR	\$1,500,000
Improve Airport Drainage	\$375,000*
Install HIRL Runway 18-36	\$189,900
Rehabilitate/Mark Runway 18-36	\$1,010,300
Rehabilitate/Mark Parallel Taxiway 18-36	\$508,200
Apron Pavement Maintenance	\$945,500
T-Hangar Pavement Maintenance	\$101,300
Construct ARFF Building	\$312,500*
Update ALP	\$62,500*
Expand Terminal Apron	\$559,500*
Construct Hangar Taxiways	\$681,100
FAA 405 Survey	\$18,800
Supplemental Wind Cones	\$15,000
Wildlife Mitigation Study	\$13,000
Fence	\$280,000
Rotating Beacon	\$50,000
Airport Signage	\$100,000
20-Year	
Purchase Land for Extension (30 Acres)	\$225,000*
Conduct Environmental Assessment	\$75,000*
Extend Runway 18-36 to 6,500’ x 100’	\$449,100*
Extend Parallel Taxiway 18-36 to 6,500’	\$241,300*
Total Development Costs	\$8,623,000
* Indicates the Airport’s current CIP projects.	



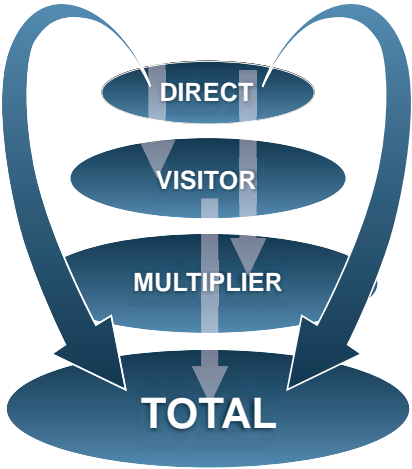


Kirksville Regional Airport is located approximately 7 miles south of downtown Kirksville in Adair County. Highway access to the airport is provided by U.S. Highway 63.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



KIRKSVILLE REGIONAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	33 Jobs
Payroll	\$1 Million
Output	\$2.8 Million

When all economic impact measures are combined and analyzed, Kirksville Regional Airport contributes 33 full-time jobs with earnings of \$1 million. Total economic activity is estimated at \$2.8 million. In addition to the quantified economic benefits, Kirksville Regional Airport also provides qualitative benefits to the local community by providing scheduled commercial air service, recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development, just-in-time shipping, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	D-III	C-II	None
Primary Runway Length	6,005'	5,500'	None
Primary Runway Width	100'	100'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	HIRL/MITL	MIRL/MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted wind cone/segmented circle	Lighted wind cone/segmented circle	None
	REILs	REILs	None
	VASI	VGSI (VASIs/PAPIs)	Replace VASIs with PAPIs
	MALSR	Other	None
Weather	ASOS	AWOS/ATCT	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	31 spaces	70% of based aircraft	None
Aircraft Apron	10 spaces	30% of based aircraft plus an additional 75% for transient use	35 additional spaces needed
Terminal/Admin Building	2,500 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	28 spaces	1 space for each based aircraft plus 50% for employees/visitors	36 additional spaces needed
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone, GCO	Public Phone and GCO	None

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Kirksville Regional Airport as a Commercial Airport due to the Airport’s commercial airline service and Part 139 Certification. The airport should provide appropriate facilities and services commensurate with its recommended system role. Kirksville Regional Airport has one runway, Runway 18/36, that is 6,005 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	8,000	8,300	8,600	9,200
Itinerant	5,487	5,700	5,900	6,300
Total	13,487	14,000	14,500	15,500
Based Aircraft				
Single-Engine	36	37	38	40
Multi-Engine	2	2	2	2
Jet	0	0	0	0
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	39	40	41	43

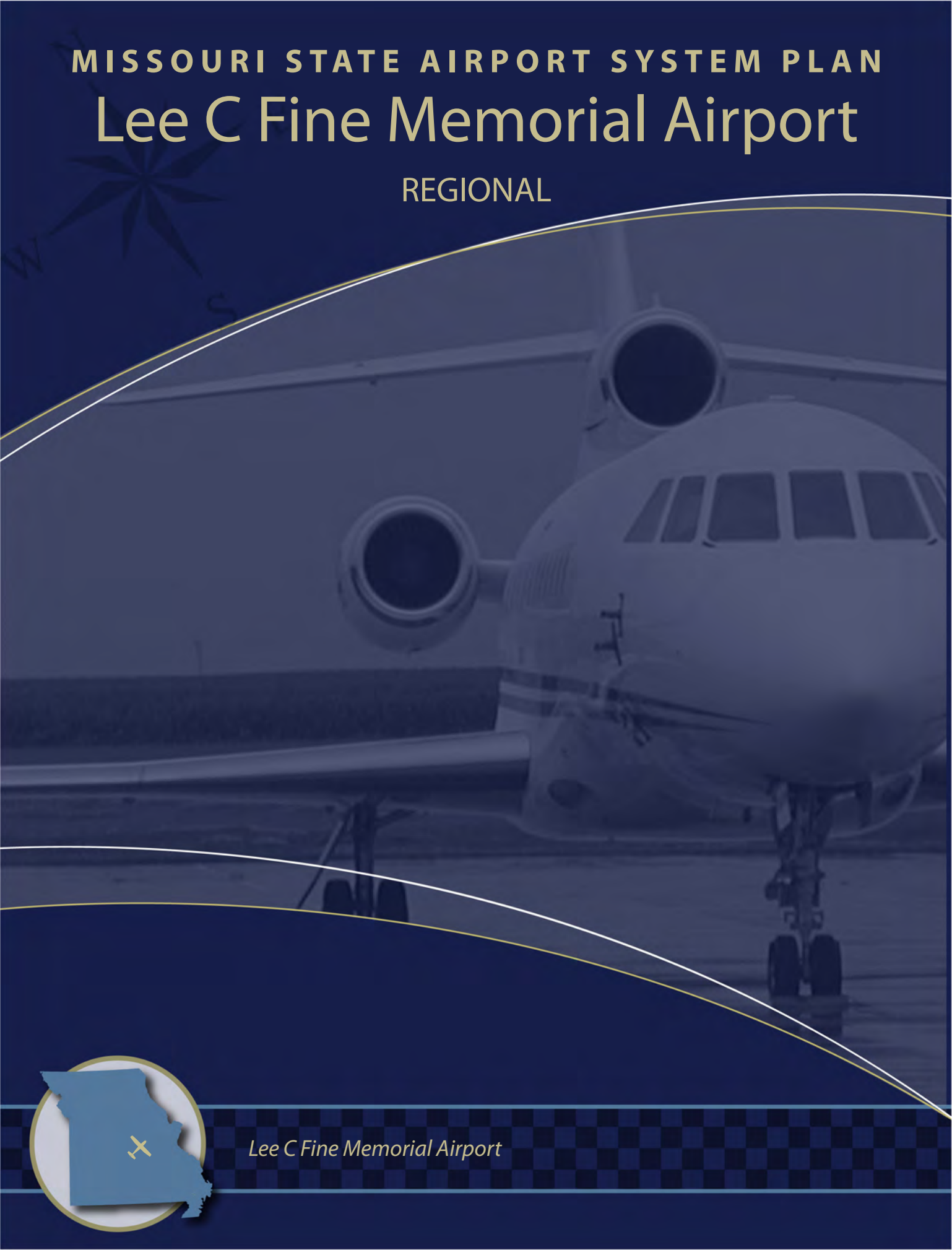
Forecasts developed for Kirksville Regional Airport indicate that annual aircraft operations will increase from 13,487 to 15,500 through 2022. Four additional aircraft are projected to be added to the 39 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Lee C Fine Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Perimeter Fencing	\$500,000
Runway Pavement Maintenance	\$185,300
Taxiway Pavement Maintenance	\$29,600
Apron Pavement Maintenance	\$350,000
Overlay Parallel & Connecting Taxiways	\$622,200
FAA 405 Survey	\$18,800
Construct Hangar Taxiways	\$346,700*
Construct Hangars	\$468,800*
20-Year	
Rehab/Mark Runway 3-21	\$1,252,360
Total Development Costs	\$3,773,760
* Indicates the Airport’s current CIP projects.	



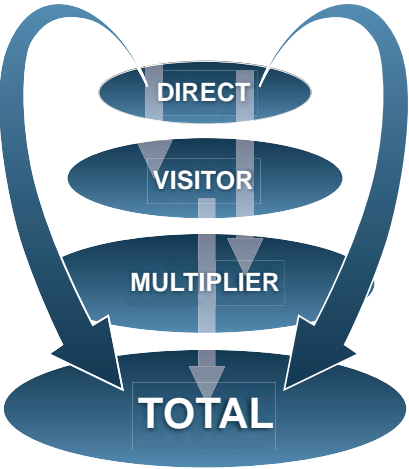
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Lee C Fine Memorial Airport is located approximately 6 miles southeast of Kaiser in Miller County. Highway access to the airport is provided by U.S. Highways 42 and State Highway 134.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



LEE C FINE MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	14 Jobs
Payroll	\$400,300
Output	\$1.8 Million

When all economic impact measures are combined and analyzed, Lee C Fine Memorial Airport contributes 14 full-time jobs with earnings of \$400,300. Total economic activity is estimated at \$1.8 million. In addition to the quantified economic benefits, Lee C Fine Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	C-III	B-II	None
Primary Runway Length	6,497'	5,000'	None
Primary Runway Width	100'	75'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL	MIRL/MITL	Install MITL or Reflectors
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted wind cone/segmented circle	Lighted wind cone/segmented circle	None
	VASI	VGSI (VASIs/PAPIs) Other	Install Reils Replace VASIs with PAPIs
Weather	AWOS	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	1 space	70% of based aircraft	1 additional space needed
Aircraft Apron	50 spaces	30% of based aircraft plus an additional 50% for transient use	None
Terminal/Admin Building	2,486 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	123 spaces	1 space for each based aircraft plus 50% for employees/visitors	None
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Full Service	Provide Full Service
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Lee C Fine Memorial Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Lee C Fine Memorial Airport has one runway, Runway 03/21, that is 6,497 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	800	900	1,000	1,200
Itinerant	6,520	7,300	8,000	9,500
Total	7,320	8,200	9,000	10,700
Based Aircraft				
Single-Engine	1	1	1	1
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	2	2	2	2

Forecasts developed for Lee C Fine Memorial Airport indicate that annual aircraft operations will increase from 7,320 to 10,700 through 2022. No additional aircraft are projected to be added to the 2 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Lee’s Summit Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost		Estimated Cost
5-Year		20-Year	
Rehabilitate Runway 18-36	\$1,550,000	Install Approach Lights on Runway 18	\$530,000*
Extend and Widen Runway 18-36 (5,500 x 100')	\$8,670,000	Construct South Half of Terminal Ramp	\$1,760,000*
Construct Air Traffic Control Tower	\$2,500,000*	Construct Northeast Hold Apron	\$240,000*
Develop East Terminal Area	\$12,346,300*	Construct Northwest Hold Apron	\$270,000*
Land Acquisition for Runway 18-36 Extension	\$14,204,600	Construct North Perimeter Road	\$400,000*
Construct New Terminal Access Road	\$1,156,000*	Construct South Perimeter Road - Phase II	\$440,000*
Construct North Half of Terminal Ramp	\$1,726,000*	Install ILS on Runway 36	\$1,850,000*
Construct Terminal Parking Lot	\$370,000*	Extend Runway 18-36 North 200'	\$1,690,000*
Construct East Parallel Taxiway (TXYs C, A2 and A4)	\$3,308,000*	Construct Taxiway A-1	\$460,000*
Construct Terminal Parking Lot	\$880,000*	Construct Taxiway E	\$480,000*
Construct Fuel Facility	\$470,000*	Construct Diagonal Taxiway (Taxiway D)	\$550,000*
Construct New Vault	\$590,000*	Construct By-Pass Taxiway (Taxiway A5)	\$210,000*
Phase I of T-Hangars in N.E. Quadrant	\$2,840,000*	Construct Partial Parallel Taxiway (Taxiways E & B2)	\$890,000*
Demolish T-Hangars and Terminal Building	\$110,000*	Phase I of T-Hangars in N.W. Quadrant	\$1,610,000*
Construct New West Entrance Road	\$620,000*	Phase II of T-Hangars in N.W. Quadrant	\$490,000*
Construct Relocated Taxiway A	\$3,040,000*	Phase II of T-Hangars in N.E. Quadrant	\$1,270,000*
Extend Runway 11-29 200'	\$510,000*	Phase III of T-Hangars in N.W. Quadrant	\$1,610,000*
Rehabilitate Runway Intersection	\$730,000*	Total Development Costs	\$75,170,900
Relocate Strother Road	\$1,350,000*		
Extend Taxiway A	\$2,680,000*		
Install Perimeter Fencing	\$770,000		
* Indicates the Airport's current CIP projects.			

MISSOURI STATE AIRPORT SYSTEM PLAN

Lee’s Summit Municipal Airport

COMMERCIAL



Lee's Summit Municipal Airport

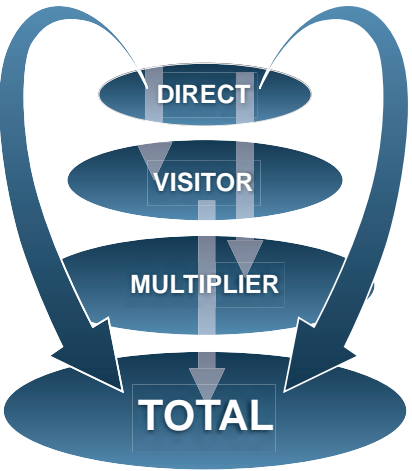


Lee's Summit Municipal Airport is located approximately 3 miles north of Lee's Summit in Jackson County. Highway access to the airport is provided by State Highway 291 and Interstate 470.

ECONOMIC IMPACT SUMMARY

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



LEE'S SUMMIT MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	89 Jobs
Payroll	\$2.3 Million
Output	\$8.4 Million

When all economic impact measures are combined and analyzed, Lee's Summit Municipal Airport contributes 89 full-time jobs with earnings of \$2.3 million. Total economic activity is estimated at \$8.4 million. In addition to the quantified economic benefits, Lee's Summit Municipal Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as just-in-time shipping, aerial photography, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	C-II	Upgrade ARC design standards
Primary Runway Length	4,015'	5,500'	Extend RWY 1,485'
Primary Runway Width	75'	100'	Widen RWY 25'
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/MITL	MIRL/MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted wind cone/segmented circle	Lighted wind cone/segmented circle	None
	REILs	REILs	None
	VASI	VGSI (VASIs/PAPIs)	Replace VASIs with PAPIs
		Other	
Weather	ASOS	AWOS/ATCT	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	154 spaces	70% of based aircraft	None
Aircraft Apron	82 spaces	30% of based aircraft plus an additional 75% for transient use	118 additional spaces needed
Terminal/Admin Building	2,400 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	53 spaces	1 space for each based aircraft plus 50% for employees/visitors	232 additional spaces needed
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Lee's Summit Municipal Airport as a Commercial Airport due to the Airport's FAA status as a reliever airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Lee's Summit Municipal Airport has two runways, Runway 11/29 and Runway 18/36, that are 3,800 and 4,015 feet long, respectively. The primary runway is Runway 18/36.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	59,000	65,700	72,400	85,900
Itinerant	43,300	48,300	53,200	63,000
Total	102,300	114,000	125,600	148,900
Based Aircraft				
Single-Engine	151	153	154	159
Multi-Engine	19	19	20	21
Jet	2	4	6	10
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	173	177	182	190

Forecasts developed for Lee's Summit Municipal Airport indicate that annual aircraft operations will increase from 102,300 to 148,900 through 2022. Seventeen additional aircraft are projected to be added to the 173 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Rosecrans Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Rehabilitate FBO Taxilane	\$937,500
Acquire Snow Removal Equipment - Broom	\$437,500*
Construct T-Hangar Apron and Taxilane	\$1,750,000*
Acquire Snow Removal Equipment-Blower	\$312,500*
Rehabilitate Apron	\$937,500
Reseal Pavement Joints on GA Apron and TW-A	\$125,000
Grade Safety Area	\$250,000
Reconstruct TW-B West and Lighting	\$2,500,000*
Install Airport Perimeter Fence - West Property	\$218,800
Rehabilitate Taxiway A	\$1,250,000
Construct 13-31 Parallel Taxiway	\$2,500,000
Remark 13-31 to 5,000	\$43,800
20-Year	
Construct T-Hangar Taxilane and Apron	\$937,500*
Construct Terminal Building	\$1,750,000*
Construct Terminal Parking	\$312,500*
Expand Terminal Apron	\$1,250,000*
Construct New Air Traffic Control Tower	\$2,500,000*
Overlay T-Hangar Apron - West of Ave. A	\$250,000*
Apron Panel Replacement and Repairs	\$375,000*
Acquire Property - NW (155 Acres)	\$593,800*
Reconstruct Runway 17-35	\$15,000,000
Reconstruct Runway 13 - 31	\$7,500,000
Widen and Reconstruct Taxiway - A	\$6,250,000*
Reconstruct Taxiway - B east	\$875,000
Reconstruct Taxiway - C	\$875,000
Total Development Costs	\$49,731,400
* Indicates the Airport’s current CIP projects.	



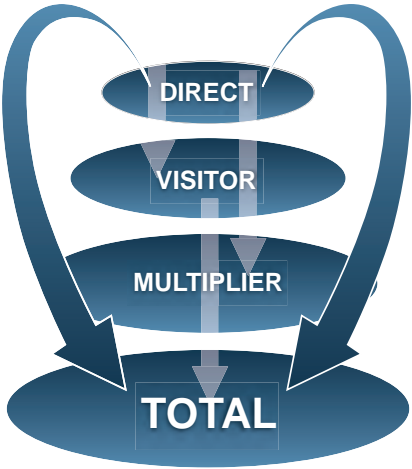


Rosecrans Memorial Airport is located approximately 3 miles west of downtown Saint Joseph in Buchanan County. Highway access to the airport is provided by Kansas State Highway 238 and U.S. Highway 36.

ECONOMIC IMPACT SUMMARY

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



ROSECRANS MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	1,346 Jobs
Payroll	\$63.2 Million
Output	\$98.6 Million

When all economic impact measures are combined and analyzed, Rosecrans Memorial Airport contributes 1,346 full-time jobs with earnings of \$63.2 million. Total economic activity is estimated at \$98.6 million. In addition to the quantified economic benefits, Rosecrans Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development, just-in-time shipping, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	C-IV	C-II	None
Primary Runway Length	8,059'	5,500'	None
Primary Runway Width	150'	100'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Precision	Non-Precision	None
Lighting	HIRL/MITL	MIRL/MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted wind cone/segmented circle	Lighted wind cone/segmented circle	None
	REILs	REILs	None
	VASI	VGSI (VASIs/PAPIs)	Replace VASIs with PAPIs
		Other	
Weather	ATCT	AWOS/ATCT	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	95 spaces	70% of based aircraft	None
Aircraft Apron	60 spaces	30% of based aircraft plus an additional 75% for transient use	55 spaces needed
Terminal/Admin Building	7,500 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	150 spaces	1 space for each based aircraft plus 50% for employees/visitors	14 spaces needed
Fuel	AvGas/JetA	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Rosecrans Memorial Airport as a Commercial Airport due to the Airport’s Part 139 Certification. The airport should provide appropriate facilities and services commensurate with its recommended system role. Rosecrans Memorial Airport has two runways, Runway 17/35 and Runway 13/31, that are 8,059 and 4,797 feet long, respectively, with Runway 17/35 being the primary runway.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	8,296	8,600	8,900	9,600
Itinerant	10,194	10,600	11,000	11,700
Military	7,609	7,609	7,609	7,609
Total	26,099	26,809	27,509	28,909
Based Aircraft				
Single-Engine	74	76	78	81
Multi-Engine	11	11	12	12
Jet	5	5	5	6
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	91	93	96	100

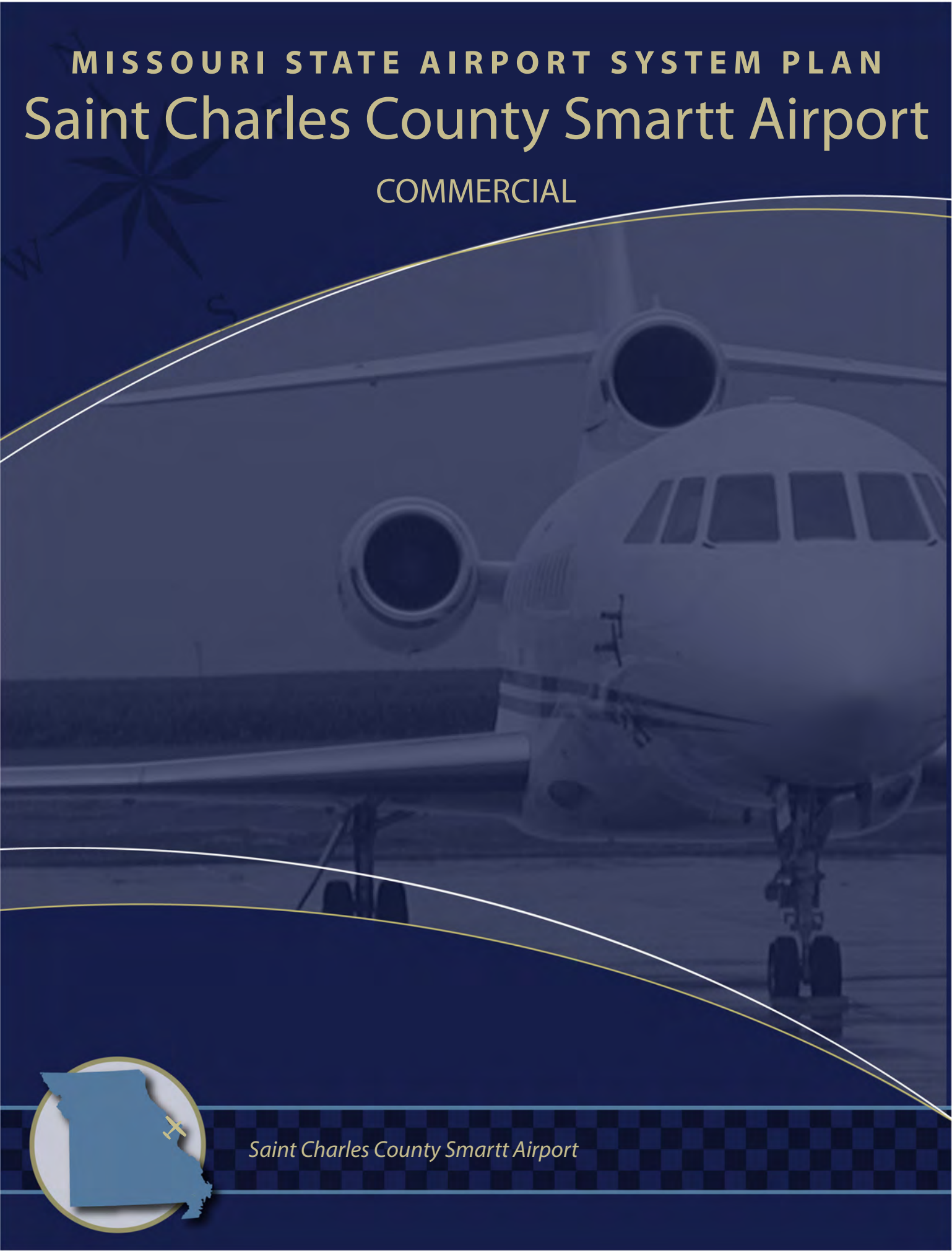
Forecasts developed for Rosecrans Memorial Airport indicate that annual aircraft operations will increase from 26,099 to 28,909 through 2022. Nine additional aircraft are projected to be added to the 91 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Saint Charles County Smartt Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Slurry Seal Runway, Taxiway, Apron	\$362,000
Land Acquisition for Runway Extension (60 Acres)	\$900,000
Extend Runway 18-36 to 4,400’ x 75’	\$673,600
Extend Runway 18-36 Taxiway to 4,400’	\$247,500
20-Year	
Rehab/Mark Runway 18-36	\$602,500
Rehab/Mark Runway 9-27	\$177,700
Rehab/Mark Runway 18-36 Parallel Taxiway	\$696,500
Rehab/Mark 9-27 Taxiway	\$177,700
Total Development Costs	\$3,837,500
* Indicates the Airport’s current CIP projects.	





Saint Charles County Smartt Airport is located approximately 12 miles north of downtown Saint Charles in Saint Charles County. Highway access to the airport is provided by State Highway 94.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



SAINT CHARLES COUNTY SMARTT AIRPORT TOTAL AVIATION IMPACTS	
Employment	49 Jobs
Payroll	\$1.3 Million
Output	\$3.7 Million

When all economic impact measures are combined and analyzed, Saint Charles County Smartt Airport contributes 49 full-time jobs with earnings of \$1.3 million. Total economic activity is estimated at \$3.7 million. In addition to the quantified economic benefits, Saint Charles County Smartt Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-I	C-II	Upgrade ARC design standards
Primary Runway Length	3,801’	5,500’	Extend RWY 1,699’
Primary Runway Width	75’	100’	Widen RWY 25’
Taxiway Type	Full Parallel	Full Parallel	Lengthen TXY Upon RWY Extension
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL	Install MITL
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted wind cone	Lighted wind cone/ segmented circle	Install segmented circle
	REILs	REILs	None
	PAPI	VGSI (VASIs/PAPIs)	None
		Other	None
Weather	AWOS	AWOS/ATCT	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	74 spaces	70% of based aircraft	16 additional spaces needed
Aircraft Apron	80 spaces	30% of based aircraft plus an additional 75% for transient use	55 additional spaces needed
Terminal/Admin Building	3,750 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	100 spaces	1 space for each based aircraft plus 50% for employees/visitors	93 additional spaces needed
Fuel	AvGas	AvGas and Jet A	Provide Jet A
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Saint Charles County Smartt Airport as a Commercial Airport due to the Airport’s status as a designated FAA reliever facility. The airport should provide appropriate facilities and services commensurate with its recommended system role. Saint Charles County Smartt Airport has two runways, Runway 18/36 and Runway 09/27, that are 3,801 and 2,000 feet long, respectively, with Runway 18/36 being the primary runway.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	35,000	40,300	45,700	56,300
Itinerant	20,100	23,200	26,200	32,300
Total	55,100	63,500	71,900	88,600
Based Aircraft				
Single-Engine	86	93	99	114
Multi-Engine	5	6	6	7
Jet	0	2	4	6
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	1	1	1	1
Total	92	101	110	129

Forecasts developed for Saint Charles County Smartt Airport indicate that annual aircraft operations will increase from 55,100 to 88,600 through 2022. An additional 37 aircraft are projected to be added to the 92 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Saint Charles Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Mill and Overlay Runway and Taxiway	\$656,200
Rehab/Mark Runway 9-27 Taxiway	\$328,400
Remove Runway 9-27 Obstructions	\$60,000
Install Runway 9-27 MIRL	\$102,900
FAA 405 Survey	\$18,800
Update Airport Layout Plan/Exhibit A	\$50,000*
20-Year	
Install REIL	\$58,800
Relocate PAPI	\$43,800
Expand Runway 9-27 to 5,000’ x 75’	\$1,649,500
Total Development Costs	\$2,968,400
* Indicates the Airport’s current CIP projects.	



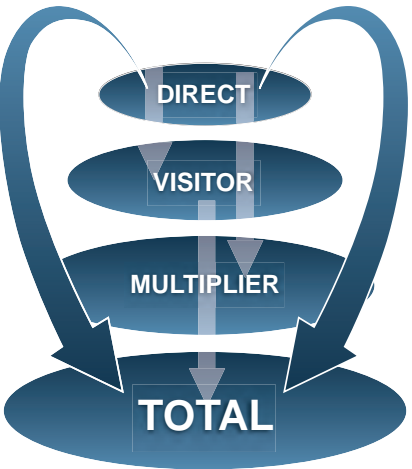


Saint Charles Airport is located approximately 6 miles north of downtown Saint Charles in Saint Charles County. Highway access to the airport is provided by State Highway 370, County Road B, and Airport Road.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



SAINT CHARLES AIRPORT TOTAL AVIATION IMPACTS	
Employment	126 Jobs
Payroll	\$1.7 Million
Output	\$5.6 Million

When all economic impact measures are combined and analyzed, Saint Charles Airport contributes 126 full-time jobs with earnings of \$1.7 million. Total economic activity is estimated at \$5.6 million. In addition to the quantified economic benefits, Saint Charles Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	C-II	Upgrade ARC design standards
Primary Runway Length	3,451’	5,500’	Extend RWY 2,049’
Primary Runway Width	49’	100’	Widen RWY 51’
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	LIRL/Reflectors	MIRL/MITL	Upgrade LIRL to MIRL; Install MITL
NAVAIDS	None	Rotating Beacon	Install rotating beacon
	Lighted wind cone	Lighted wind cone/ segmented circle	Install segmented circle
	None	REILs	Install REILs
	VASI/PAPI	VGSI (VASIs/PAPIs)	Replace VASI with PAPI
Weather	None	AWOS/ATCT	Install AWOS/ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	70 spaces	70% of based aircraft	34 additional spaces needed
Aircraft Apron	None	30% of based aircraft plus an additional 75% for transient use	156 spaces needed
Terminal/Admin Building	None	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide a 2,500 square foot terminal
Auto Parking	None	1 space for each based aircraft plus 50% for employees/visitors	223 spaces needed
Fuel	AvGas	AvGas and Jet A	Install Jet A
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Provide Maintenance/ Avionics
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Saint Charles Airport as a Commercial Airport due to the Airport’s Part 139 Certification. The airport should provide appropriate facilities and services commensurate with its recommended system role. Saint Charles Airport has one paved runway, Runway 09/27, and two turf runways, Runway 18/36 and Runway 15/33, that are 3,451, 2,145 and 2,310 feet long, respectively, with Runway 09/27 being the primary runway.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	34,200	38,100	42,000	49,800
Itinerant	8,800	9,800	10,800	12,800
Total	43,000	47,900	52,800	62,600
Based Aircraft				
Single-Engine	100	108	116	133
Multi-Engine	6	7	7	8
Jet	0	2	4	7
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	106	117	127	148

Forecasts developed for Saint Charles Airport indicate that annual aircraft operations will increase from 43,000 to 62,600 through 2022. Forty-two additional aircraft are projected to be added to the 106 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Spirit of Saint Louis Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct North Partial Parallel Taxiway to 8L-26R	\$2,500,000
Construct Access Taxiway and North Access Road	\$1,750,000*
Acquire Lease Holds	\$5,000,000*
2” Overlay Runway 8L-26R	\$625,000
Install 8L-26R REILS	\$31,300
Construct ARFF Building	\$156,300*
Improve airport service roads	\$375,000*
20-Year	
Rehabilitate Runway 8R-26L	\$2,013,100
Construct 8R-26L High Speed Turn Off	\$693,200*
Widen Taxiway A	\$1,514,200*
Total Development Costs	\$14,658,100
* Indicates the Airport’s current CIP projects.	



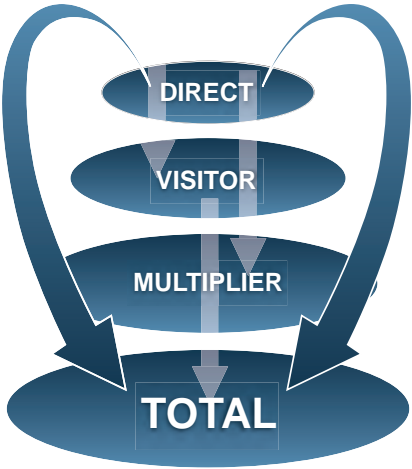


Spirit of Saint Louis Airport is located approximately 26 miles west of downtown St. Louis in Louis County. Highway access to the airport is provided by U.S. Highways 40 and 61, as well as Interstate 64.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



SPIRIT OF SAINT LOUIS AIRPORT TOTAL AVIATION IMPACTS	
Employment	2952 Jobs
Payroll	\$112.2 Million
Output	\$398.1 Million

When all economic impact measures are combined and analyzed, Spirit of Saint Louis Airport contributes 2,952.5 full-time jobs with earnings of \$112.2 million. Total economic activity is estimated at \$398.1 million. In addition to the quantified economic benefits, Spirit of Saint Louis Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development, just-in-time shipping, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	C-III	C-II	None
Primary Runway Length	7,485'	5,500'	None
Primary Runway Width	150'	100'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Precision	Non-Precision	None
Lighting	HIRL/MITL	MIRL/MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted wind cone/segmented circle	Lighted wind cone/segmented circle	None
	VASI	VGSI (VASIs/PAPIs)	Replace VASIs with PAPIs
	MALSR	Other	None
Weather	ATCT	AWOS/ATCT	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	264 spaces	70% of based aircraft	64 additional spaces needed
Aircraft Apron	100 spaces	30% of based aircraft plus an additional 75% for transient use	392 additional spaces needed
Terminal/Admin Building	1,500 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 1,000 additional square footage
Auto Parking	429 spaces	1 space for each based aircraft plus 50% for employees/visitors	274 additional spaces needed
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone, GCO	Public Phone and GCO	None

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Spirit of Saint Louis Airport as a Commercial Airport due to the Airport’s status as a designated FAA reliever facility and its Part 139 certification. The airport should provide appropriate facilities and services commensurate with its recommended system role. Spirit of Saint Louis Airport has two runways, Runway 08R/26L and Runway 08L/26R, that are 7,485 and 5,000 feet long, respectively, with Runway 08R/26L being the primary runway.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	69,610	72,300	74,900	80,200
Itinerant	114,761	119,100	123,500	132,200
Total	184,371	191,400	198,400	212,400
Based Aircraft				
Single-Engine	236	242	248	260
Multi-Engine	37	38	39	41
Jet	126	129	132	139
Helicopter	27	28	28	30
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	426	437	447	469

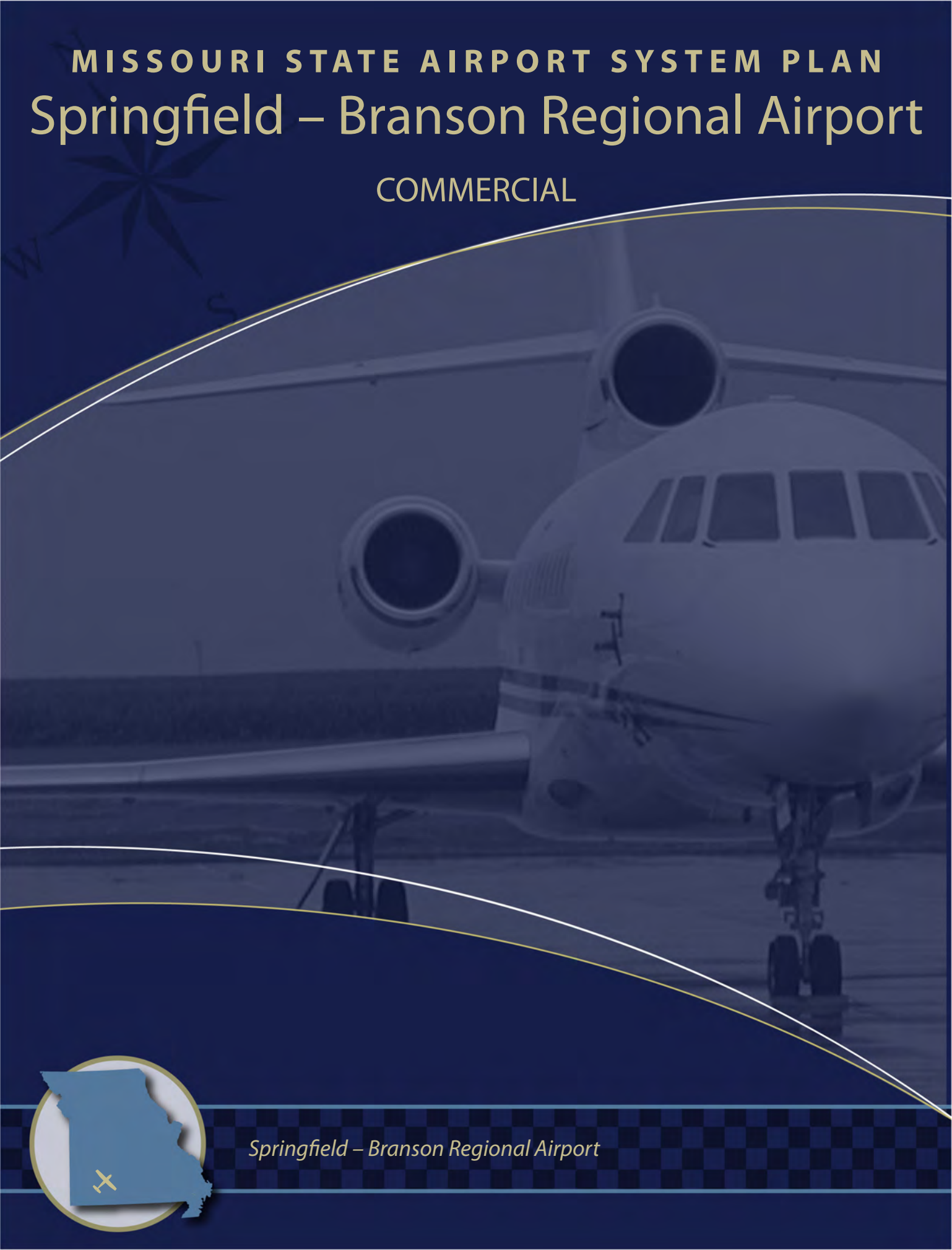
Forecasts developed for Spirit of Saint Louis Airport indicate that annual aircraft operations will increase from 184,371 to 212,400 through 2022. Forty-three additional aircraft are projected to be added to the 426 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Springfield-Branson Regional Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Terminal Building Initial Sitework	\$5,921,000*
Terminal Apron	\$9,107,000*
Taxiway Echo	\$2,727,000*
Taxiway Frank	\$2,458,000*
FAA Utility Relocation	\$81,000*
Fencing	\$928,000*
Auto Parking Facilities	\$10,754,000*
Roadway	\$6,102,000*
Terminal Building Sitework	\$2,581,600*
Terminal Building Construction	\$66,020,000*
Terminal Building Utilities	\$1,627,000*
Fuel Facility	\$1,872,000*
New ARFF Facility	\$1,875,000*
Two New ARFF Vehicles	\$500,000*
20-Year	
Overlay Runway 14-32	\$1,675,900
Joint Seal Runways	\$918,600
Joint Seal Taxiways	\$918,600
Total Development Costs	\$116,066,700
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Springfield-Branson Regional Airport is located approximately 11 miles northwest of Springfield in Greene County. Highway access to the airport is provided by U.S. Highway 160, as well as Interstate 44.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



SPRINGFIELD - BRANSON REGIONAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	1,994 Jobs
Payroll	\$51.8 Million
Output	\$162.8 Million

When all economic impact measures are combined and analyzed, Springfield-Branson Regional Airport contributes 1,994 full-time jobs with earnings of \$51.8 million. Total economic activity is estimated at \$162.8 million. In addition to the quantified economic benefits, Springfield-Branson Regional Airport also provides qualitative benefits to the local community by providing scheduled commercial airline service, recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development, just-in-time shipping, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	D-IV	C-II	None
Primary Runway Length	8,000;	5,500'	None
Primary Runway Width	150'	100'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Precision	Non-Precision	None
Lighting	HIRL/MITL	MIRL/MITL	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted wind cone	Lighted wind cone/ segmented circle	None
	REILs	REILs	None
	PAPIs	VGSI (VASIs/PAPIs)	None
	MALSR	Other	None
Weather	ATCT	AWOS/ATCT	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	62 spaces	70% of based aircraft	32 additional spaces needed
Aircraft Apron	95 spaces	30% of based aircraft plus an additional 75% for transient use	62 additional spaces needed
Terminal/Admin Building	5,000 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	345 spaces	1 space for each based aircraft plus 50% for employees/visitors	None
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone, GCO	Public Phone and GCO	None

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Springfield-Branson Regional Airport as a Commercial Airport due to the Airport’s status as a FAA commercial service airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Springfield-Branson Regional Airport has two runways, Runway 02/20 and Runway 14/32, that are 7,003 and 8,000 feet long, respectively, with Runway 14/32 being the primary runway.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	19,494	20,200	21,00	22,500
Itinerant	65,025	67,500	69,900	74,900
Total	84,519	87,700	90,900	97,400
Based Aircraft				
Single-Engine	81	87	93	105
Multi-Engine	25	27	29	33
Jet	9	10	10	12
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0

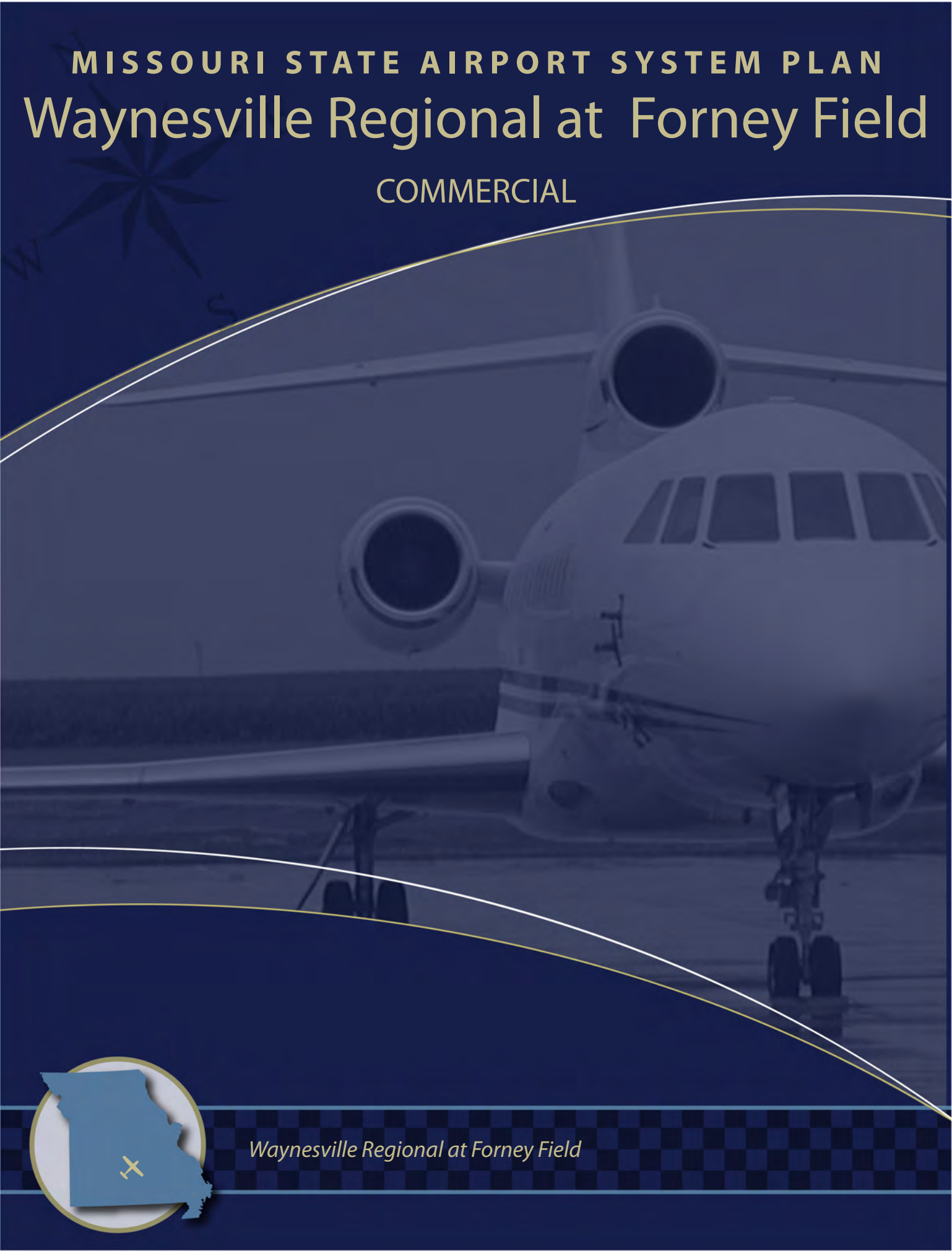
Forecasts developed for Springfield-Branson Regional Airport indicate that annual aircraft operations will increase from 84,519 to 97,400 through 2022. Thirty-five additional aircraft are projected to be added to the 115 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Waynesville Regional at Forney Field. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Apron Improvements	\$640,000
Taxiway Pavement Maintenance	\$36,900
Install Access Control Fencing	\$76,300
Construct T-Hangar Taxiways	\$311,300*
Construct T-Hangar (10-Unit)	\$400,000*
Construct Access Road and Auto Parking	\$208,800*
Install Self Service Fuel Pump	\$25,000*
20-Year	
Apron Expansion	\$158,800*
FBO/Community Hangar	\$625,000*
Construct T-Hangar (10-Unit)	\$400,000*
Install Jet-A Fuel Facility	\$262,500*
Site Work for Corporate Hangars	\$261,300*
Construct North Parallel Taxiway	\$2,927,500
Total Development Costs	\$6,333,400
* Indicates the Airport’s current CIP projects.	



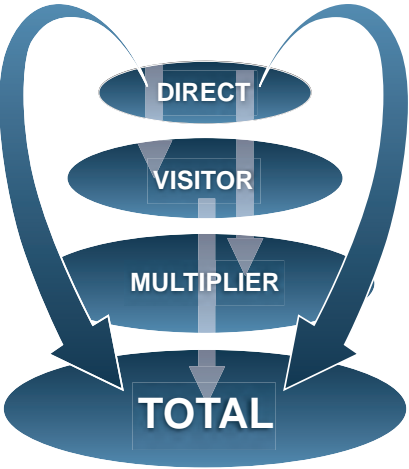


Waynesville Regional at Forney Field is located approximately 8 miles south of Waynesville in Pulaski County. Highway access to the airport is by Iowa Ave in Fort Leonard Wood.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



WAYNESVILLE REGIONAL AT FORNEY FIELD TOTAL AVIATION IMPACTS	
Employment	63 Jobs
Payroll	\$1.7 Million
Output	\$3.3 Million

When all economic impact measures are combined and analyzed, Waynesville Regional at Forney Field contributes 63 full-time jobs with earnings of \$1.7 million. Total economic activity is estimated at \$3.3 million. In addition to the quantified economic benefits, Waynesville Regional at Forney Field also provides qualitative benefits to the local community by providing scheduled commercial airline service, recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development, just-in-time shipping, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	D-IV	C-II	None
Primary Runway Length	6,038'	5,500'	None
Primary Runway Width	150'	100'	None
Taxiway Type	None	Full Parallel	Construct Full Parallel TXY
Approach	Non-Precision	Non-Precision	None
Lighting	HIRL	MIRL/MITL	Install MITL
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted wind cone	Lighted wind cone/ segmented circle	None
	REILs	REILs	None
	VASIs	VGSI (VASIs/PAPIs)	Replace VASIs with PAPIs
	MALSR	Other	None
Weather	ATCT	AWOS/ATCT	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	4 spaces	70% of based aircraft	None
Aircraft Apron	25 spaces	30% of based aircraft plus an additional 75% for transient use	None
Terminal/Admin Building	500 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	2,000 additional square feet needed
Auto Parking	68 spaces	1 space for each based aircraft plus 50% for employees/visitors	None
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Provide Maintenance/ Avionics
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Commercial Airports as those accommodating the highest level of general aviation activity and serving major population centers in the State. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service and general aviation airports which are designated as FAA reliever airports and Part 139 airports are included in this classification.

The MoSASP recommendations include the classification of Waynesville Regional at Forney Field as a Commercial Airport due to the Airport’s status as a FAA commercial service airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Waynesville Regional at Forney Field has one runway, Runway 14/32, that is 6,038.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	0	0	0	0
Itinerant	2,647	2,800	3,000	3,500
Total	2,647	2,800	3,000	3,500
Based Aircraft				
Single-Engine	4	4	4	4
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	4	4	4	4

Forecasts developed for Waynesville Regional at Forney Field indicate that annual aircraft operations will increase from 2,647 to 3,500 through 2022. No additional aircraft are projected to be added to the 4 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Albany Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Joint and Crack Clean/Seal/Mark Runway	\$190,100
20-Year	
Install MIRL’s	\$97,600
Airport Layout Plan	\$31,300*
Total Development Costs	\$319,000
* Indicates the Airport’s current CIP projects.	



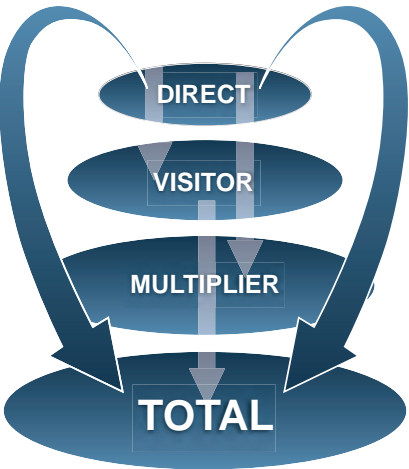
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Albany Municipal is located 1 mile north of the City of Albany in Gentry County. Highway access to the airport is provided by U.S. Highway 136 and State Highway 85.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



ALBANY MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	3 Jobs
Payroll	\$54,400
Output	\$257,900

When all economic impact measures are combined and analyzed, Albany Municipal contributes 3 full-time jobs with earnings of over \$54,000. Total economic activity is estimated at \$257,900. In addition to the quantified economic benefits, Albany Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,300'	Maintain Existing	None
Primary Runway Width	50'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 01/19
Approach	Visual	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	None
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	9 spaces	Maintain Existing	None
Aircraft Apron	6 spaces	Maintain Existing	None
Terminal/Admin Building	300 square feet	Maintain Existing	None
Auto Parking	6 spaces	Maintain Existing	None
Fuel	AvGas	AvGas	None
FBO	Limited Service	Limited Service	None
Maintenance	None	None	None
Ground Transportation	Rental Car	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Albany Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Albany Municipal has one runway, Runway 01/19, that is 3,300 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	3,460	3,700	4,000	4,500
Itinerant	1,540	1,700	1,800	2,000
Total	5,000	5,400	5,800	6,500
Based Aircraft				
Single-Engine	9	9	9	10
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	9	9	9	10

Forecasts developed for Albany Municipal indicate that annual aircraft operations will increase from 5,000 to 6,500 through 2022. One additional aircraft is projected to be added to the 9 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Ava Bill Martin Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Airport Layout Plan	\$31,300*
Construct T-Hangars and Aircraft Tie-downs	\$379,500*
Install 100 LL Fuel System	\$93,800*
Runway Joint and Crack Repair	\$83,200
Install Airport Signs	\$7,500
20-Year	
Overlay Apron	\$150,000
Land Aquisition (30 Acres)	\$187,500
Extend Runway (366')	\$416,500
Taxiway Overlay Connector	\$37,500
Total Development Costs	\$1,386,800
* Indicates the Airport’s current CIP projects.	



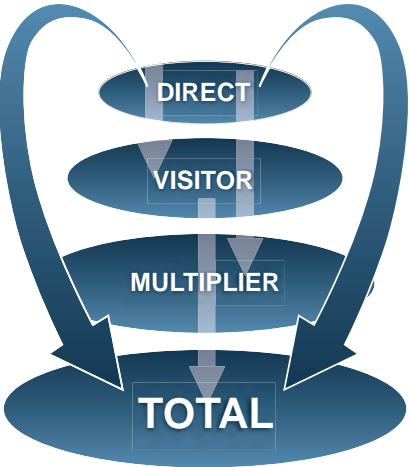
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Ava Bill Martin Memorial is located 1.5 miles northwest of the City of Ava in Douglas County. Highway access to the airport is provided by State Highways 5 and 14.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



AVA BILL MARTIN MEMORIAL AIRPORT TOTAL AVIATION IMPACTS

Employment	2 Jobs
Payroll	\$63,000
Output	\$115,300

When all economic impact measures are combined and analyzed, Ava Bill Martin Memorial contributes 2 full-time jobs with earnings of \$63,000. Total economic activity is estimated at \$115,300. In addition to the quantified economic benefits, Ava Bill Martin Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,634'	Maintain Existing	None
Primary Runway Width	50'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	Turnaround	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 31
Approach	Non-Precision	Visual	None
Lighting	MIRL/NA	LIRL desired	None
NAVAIDS	Lighted wind cone/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	VASI	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	4 spaces	Maintain Existing	None
Aircraft Apron	5 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	30 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	Rental Car	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Ava Bill Martin Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Ava Bill Martin Memorial has one runway, Runway 13/31, that is 3,634 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	577	600	700	800
Itinerant	1,423	1,600	1,600	1,800
Total	2,000	2,200	2,300	2,600
Based Aircraft				
Single-Engine	4	4	4	5
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	1	1	1	1
Total	5	5	5	6

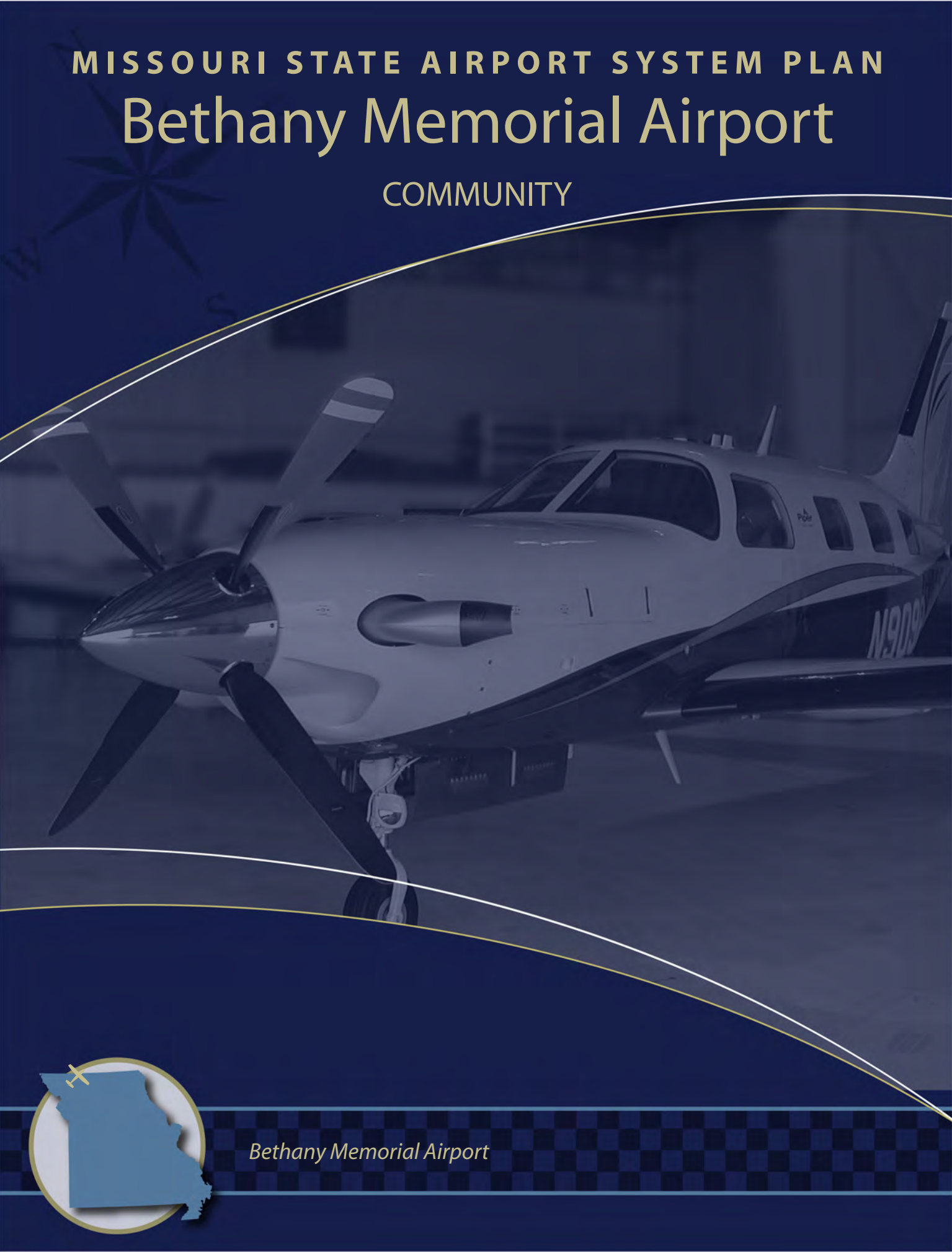
Forecasts developed for Ava Bill Martin Memorial indicate that annual aircraft operations will increase from 2,000 to 2,600 through 2022. One additional aircraft is projected to be added to the 5 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Bethany Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Obstruction Removal	\$56,300
Seal and Mark Runway Pavement	\$79,600
20-Year	
Airport Master Plan/Site selection	\$150,000
Overlay/Mark Runway Pavement	\$211,400
Total Development Costs	\$497,300
* Indicates the Airport’s current CIP projects.	



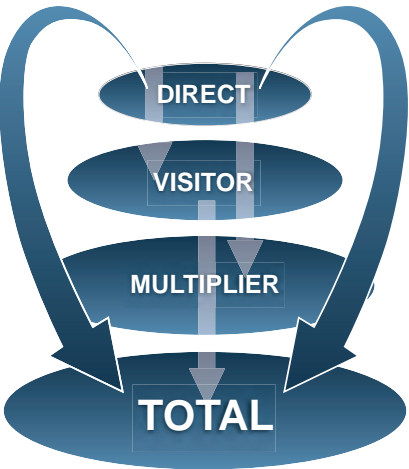


Bethany Memorial is located 1.5 miles north-east of the City of Bethany in Harrison County. Highway access to the airport is provided by Interstate 35 and U.S. Highway 136.

ECONOMIC IMPACT SUMMARY

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



BETHANY MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	1 Jobs
Payroll	\$28,900
Output	\$58,000

When all economic impact measures are combined and analyzed, Bethany Memorial contributes 1 full-time job with earnings of nearly \$29,000. Total economic activity is estimated at \$58,000. In addition to the quantified economic benefits, Bethany Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as law enforcement and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,255'	Maintain Existing	None
Primary Runway Width	48'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	Turnaround	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 21
Approach	Visual	Visual	None
Lighting	LIRL/NP	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle/rotating beacon None	Lighted wind cone/segmented circle; rotating beacon desired Other	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	6 spaces	Maintain Existing	None
Aircraft Apron	4 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	6 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Bethany Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Bethany Memorial has one runway, Runway 03/21, that is 2,255 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,900	2,100	2,400	2,700
Itinerant	600	700	700	900
Total	2,500	2,800	3,100	3,600
Based Aircraft				
Single-Engine	7	7	7	8
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	7	7	7	8

Forecasts developed for Bethany Memorial indicate that annual aircraft operations will increase from 2,500 to 3,600 through 2022. One additional aircraft is projected to be added to the 7 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Bismarck Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Aircraft Turnaround on Runway Ends	\$153,500
Seal and Mark Runway Pavement	\$103,200
20-Year	
Install MIRL’s	\$58,400
Overlay/Mark Runway Pavement	\$226,300
Total Development Costs	\$541,400
* Indicates the Airport’s current CIP projects.	



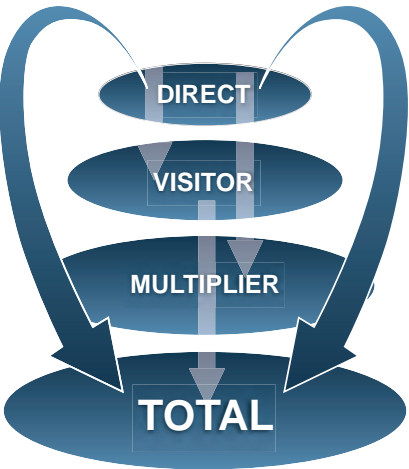


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Bismarck Memorial is located 1 mile southeast of the City of Bismarck in St. Francois County. Highway access to the airport is provided by State Highway 32.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



BISMARCK MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	3 Jobs
Payroll	\$80,000
Output	\$213,400

When all economic impact measures are combined and analyzed, Bismarck Memorial contributes 3 full-time jobs with earnings of \$80,000. Total economic activity is estimated at \$213,400. In addition to the quantified economic benefits, Bismarck Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as law enforcement and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,050'	Maintain Existing	None
Primary Runway Width	50'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 17/35
Approach	Visual	Visual	None
Lighting	LIRL/NA	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle/rotating beacon None	Lighted wind cone/segmented circle; rotating beacon desired Other	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	9 spaces	Maintain Existing	None
Aircraft Apron	10 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	17 spaces	Maintain Existing	None
Fuel	AvGas	AvGas	None
FBO	Limited Service	Limited Service	None
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Bismarck Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Bismarck Memorial has one runway, Runway 17/35, that is 2,050 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	910	1,000	1,100	1,200
Itinerant	2,090	2,200	2,400	2,700
Total	3,000	3,200	3,500	3,900
Based Aircraft				
Single-Engine	15	16	17	20
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	15	16	17	20

Forecasts developed for Bismarck Memorial indicate that annual aircraft operations will increase from 3,000 to 3,900 through 2022. Five additional aircraft are projected to be added to the 15 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Bollinger Crass Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Airport Beacon	\$62,500
Overlay Runway (2")	\$70,500
Overlay Taxiway (2")	\$70,500
Overlay Apron (2")	\$70,500
Obstruction Removal	\$62,500
Runway Safety Area Grading	\$56,300
20-Year	
Total Development Costs	\$392,800
* Indicates the Airport’s current CIP projects.	



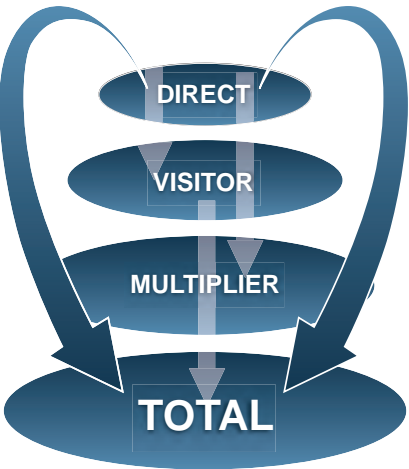
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Bollinger Crass Memorial is located 1.5 miles northeast of the City of Van Buren in Carter County. Highway access to the airport is provided by U.S. Highway 60.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



BOLLINGER CRASS MEMORIAL AIRPORT TOTAL AVIATION IMPACTS

Employment	1 Job
Payroll	\$28,900
Output	\$65,700

When all economic impact measures are combined and analyzed, Bollinger Crass Memorial contributes 1 full-time job with earnings of nearly \$29,000. Total economic activity is estimated at \$65,700. In addition to the quantified economic benefits, Bollinger Crass Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, business development, and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,600'	Maintain Existing	None
Primary Runway Width	50'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 02/20
Approach	Visual	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle	Lighted wind cone/Segmented circle; rotating beacon desired	None
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	0 spaces	Maintain Existing	None
Aircraft Apron	0 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	10 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Bollinger Crass Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Bollinger Crass Memorial has one runway, Runway 02/20, that is 2,600 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	200	200	200	300
Itinerant	840	900	1,000	1,100
Total	1,040	1,100	1,200	1,400
Based Aircraft				
Single-Engine	0	0	0	0
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	0	0	0	0

Forecasts developed for Bollinger Crass Memorial indicate that annual aircraft operations will increase from 1,040 to 1,400 through 2022. No aircraft is projected to be added as based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Buffalo Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install MIRL	\$85,000
Obstruction Removal	\$25,000
20-Year	
Land Acquisition - RPZ (20 Acres)	\$125,000
Overlay/Mark Pavement	\$297,800
Seal/Mark Pavement	\$124,600
Total Development Costs	\$657,400
* Indicates the Airport’s current CIP projects.	



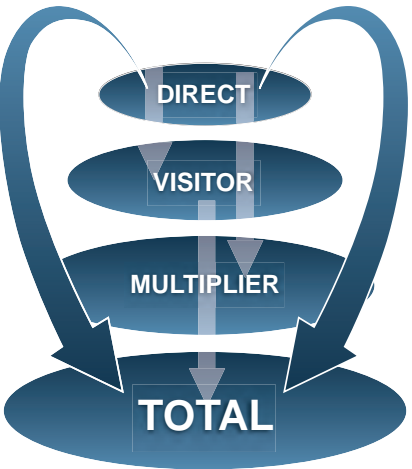


Buffalo Municipal is located 1 mile northeast of the City of Buffalo in Dallas County. Highway access to the airport is provided by U.S. Highway 65 and State Highway 73.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



BUFFALO MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	4 Jobs
Payroll	\$97,000
Output	\$239,100

When all economic impact measures are combined and analyzed, Buffalo Municipal contributes 4 full-time jobs with earnings of \$97,000. Total economic activity is estimated at \$239,100. In addition to the quantified economic benefits, Buffalo Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,215'	Maintain Existing	None
Primary Runway Width	50'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 21
Approach	Visual	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	0 spaces	Maintain Existing	None
Aircraft Apron	0 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	0 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Buffalo Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Buffalo Municipal has one runway, Runway 03/21, that is 3,215 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,400	2,600	2,800	3,100
Itinerant	2,600	2,800	3,000	3,400
Total	5,000	5,400	5,800	6,500
Based Aircraft				
Single-Engine	14	15	16	18
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	15	16	17	19

Forecasts developed for Buffalo Municipal indicate that annual aircraft operations will increase from 5,000 to 6,500 through 2022. Four additional aircraft are projected to be added to the 15 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Campbell Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Airport Beacon	\$62,500
Overlay/Mark Runway & Taxiway	\$264,625
20-Year	
Total Development Costs	\$327,125
* Indicates the Airport’s current CIP projects.	





Campbell Municipal is located 4 miles east of the City of Campbell in Dunklin County. Highway access to the airport is provided by State Highway 53.

ECONOMIC IMPACT SUMMARY

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CAMPBELL MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	4 Jobs
Payroll	\$88,500
Output	\$305,100

When all economic impact measures are combined and analyzed, Campbell Municipal contributes 4 full-time jobs with earnings of nearly \$89,000. Total economic activity is estimated at \$305,100. In addition to the quantified economic benefits, Campbell Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,000'	Maintain Existing	None
Primary Runway Width	50'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 18/36
Approach	Visual	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	VASI	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	10 spaces	Maintain Existing	None
Aircraft Apron	0 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	0 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Campbell Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Campbell Municipal has one runway, Runway 18/36, that is 3,000 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	5,880	6,500	7,200	8,600
Itinerant	1,400	1,600	1,700	2,000
Total	7,280	8,100	8,900	10,600
Based Aircraft				
Single-Engine	9	9	9	10
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	9	9	9	10

Forecasts developed for Campbell Municipal indicate that annual aircraft operations will increase from 7,280 to 10,600 through 2022. One additional aircraft is projected to be added to the 9 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Carrollton Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Seal/Mark Runway	\$245,100
Overlay/Mark Pavement	\$116,800
20-Year	
Overlay/Mark Pavement	\$116,800
Total Development Costs	\$478,700
* Indicates the Airport’s current CIP projects.	



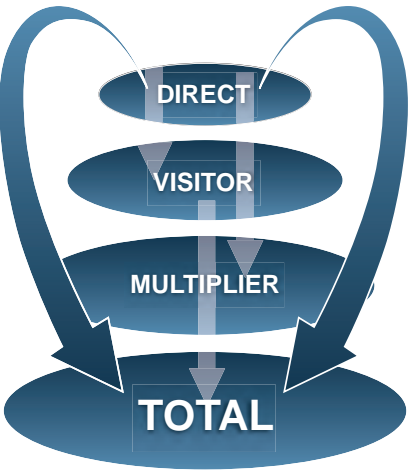
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Carrollton Memorial is located 3 miles south of the City of Carrollton in Carroll County. Highway access to the airport is provided by U.S. Highway 65.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CARROLLTON MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	3 Jobs
Payroll	\$80,000
Output	\$168,500

When all economic impact measures are combined and analyzed, Carrollton Memorial contributes 3 full-time jobs with earnings of \$80,000. Total economic activity is estimated at \$168,500. In addition to the quantified economic benefits, Carrollton Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,600'	Maintain Existing	None
Primary Runway Width	50'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 18/36
Approach	Visual	Visual	None
Lighting	MIRL/NA	LIRL desired	None
NAVAIDS	Lighted wind cone/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	7 spaces	Maintain Existing	None
Aircraft Apron			
Terminal/Admin Building	200 square feet	Maintain Existing	None
Auto Parking	30 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Carrollton Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Carrollton Memorial has one runway, Runway 18/36, that is 2,600 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	500	500	600	700
Itinerant	2,630	2,900	3,000	3,400
Total	3,130	3,400	3,600	4,100
Based Aircraft				
Single-Engine	3	3	3	3
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	4	4	4	4

Forecasts developed for Carrollton Memorial indicate that annual aircraft operations will increase from 3,130 to 4,100 through 2022. No additional aircraft are projected to be added to the 4 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Doniphan Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Beacon	\$62,500
Runway Safety Area Grading	\$43,800
Airport Layout Plan Update	\$31,300*
Overlay/Mark Runway	\$298,200
20-Year	
Land Acquisition for Runway Extension (50 Acres)	\$375,000
Install MIRL	\$120,600
Complete Environmental Assessment	\$50,000
Expand Runway 7-25 to 4,000’ x 75’	\$839,700*
Total Development Costs	\$1,821,100
* Indicates the Airport’s current CIP projects.	



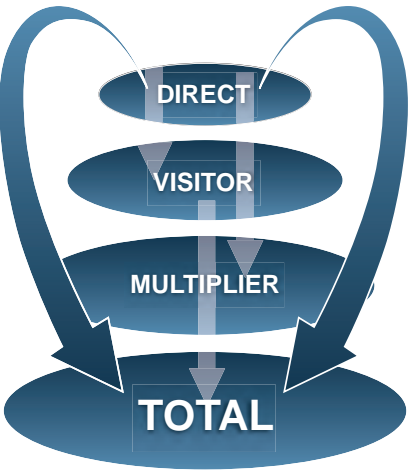
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Doniphan Municipal is located 6 miles north-east of the City of Doniphan in Ripley County. Highway access to the airport is provided by State Highway 21.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



DONIPHAN MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS

Employment	4 Jobs
Payroll	\$96,700
Output	\$405,400

When all economic impact measures are combined and analyzed, Doniphan Municipal contributes 4 full-time jobs with earnings of nearly \$97,000. Total economic activity is estimated at \$405,400. In addition to the quantified economic benefits, Doniphan Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, just-in-time shipping, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,560'	Maintain Existing	None
Primary Runway Width	57'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 25
Approach	Visual	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle	Lighted wind cone/segmented circle; rotating beacon desired	None
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	2 spaces	Maintain Existing	None
Aircraft Apron	3 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	20 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	Limited Service	Limited Service	None
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Doniphan Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Doniphan Municipal has one runway, Runway 07/25, that is 2,560 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	890	900	1,000	1,200
Itinerant	2,110	2,300	2,500	2,700
Total	3,000	3,200	3,500	3,900
Based Aircraft				
Single-Engine	3	3	3	4
Multi-Engine	2	2	2	2
Jet	0	0	0	0
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	6	6	6	7

Forecasts developed for Doniphan Municipal indicate that annual aircraft operations will increase from 3,000 to 3,900 through 2022. One additional aircraft is projected to be added to the 6 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for El Dorado Springs Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct Aircraft Turnaround	\$174,800
Install/Relocate MIRL	\$86,300
Obstruction Removal	\$25,000
20-Year	
Seal/Mark Apron	\$31,300
Purchase Land for Extension (30 Acres)	\$187,500*
Conduct Environmental Assessment	\$50,000
Overlay/Mark Runway 4-22	\$370,100
Expand Runway 4-22 to 4,000’ x 75’	\$819,000*
Seal/Mark Runway	\$106,300
Seal/Mark Taxiway	\$29,400
Total Development Costs	\$1,879,700
* Indicates the Airport’s current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

El Dorado Springs Memorial Airport

COMMUNITY



El Dorado Springs Memorial Airport

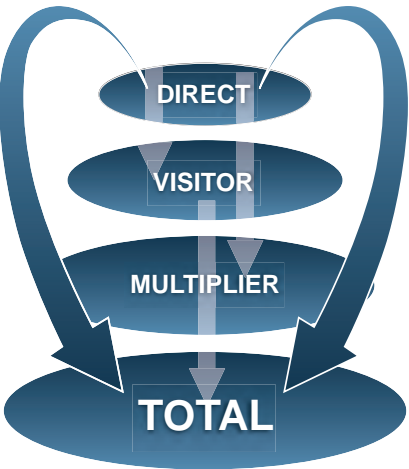
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



El Dorado Springs Memorial is located 2 miles southeast of the City of El Dorado Springs in Cedar County. Highway access to the airport is provided by U.S. Highway 54.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



EL DORADO SPRINGS MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	2 Jobs
Payroll	\$46,100
Output	\$187,700

When all economic impact measures are combined and analyzed, El Dorado Springs Memorial contributes 2 full-time jobs with earnings of over \$46,000. Total economic activity is estimated at \$187,700. In addition to the quantified economic benefits, El Dorado Springs Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,295'	Maintain Existing	None
Primary Runway Width	50'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 04/22
Approach	Visual	Visual	None
Lighting	MIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	10 spaces	Maintain Existing	None
Aircraft Apron	3 spaces	Maintain Existing	None
Terminal/Admin Building	850 square feet	Maintain Existing	None
Auto Parking	20 spaces	Maintain Existing	None
Fuel	AvGas	AvGas	None
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of El Dorado Springs Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. El Dorado Springs Memorial has one runway, Runway 04/22, that is 3,295 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,580	2,800	2,900	3,400
Itinerant	1,020	1,100	1,200	1,300
Total	3,600	3,900	4,100	4,700
Based Aircraft				
Single-Engine	11	12	12	13
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	11	12	12	13

Forecasts developed for El Dorado Springs Memorial indicate that annual aircraft operations will increase from 3,600 to 4,700 through 2022. Two additional aircraft are projected to be added to the 11 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

MISSOURI STATE AIRPORT SYSTEM PLAN Gainesville Memorial Airport

COMMUNITY



Gainesville Memorial Airport

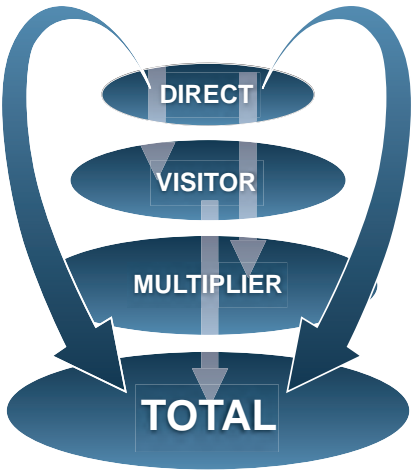


Gainesville Memorial is located 1.5 miles north-east of the City of Gainesville in Ozark County. Highway access to the airport is provided by U.S. Highway 160 and State Highway 181.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



GAINESVILLE MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	1 Jobs
Payroll	\$28,900
Output	\$82,300

When all economic impact measures are combined and analyzed, Gainesville Memorial contributes 1 full-time job with earnings of nearly \$29,000. Total economic activity is estimated at \$82,300. In addition to the quantified economic benefits, Gainesville Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as aerial photography and other recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	1,895'	Maintain Existing	None
Primary Runway Width	100'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None-Turf	Turnarounds on each runway end	None
Approach	Non-Precision	Visual	None
Lighting	LIRL/NA	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle/rotating beacon VASI	Lighted wind cone/segmented circle; rotating beacon desired	None
		Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	1 spaces	Maintain Existing	None
Aircraft Apron	3 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	20 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Gainesville Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Gainesville Memorial has two runways; Runway 16/19 is 1,895 feet long and Runway 01/34 is 1,645 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	280	300	300	400
Itinerant	720	800	900	900
Total	1,000	1,100	1,200	1,300
Based Aircraft				
Single-Engine	3	3	3	4
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	3	3	3	4

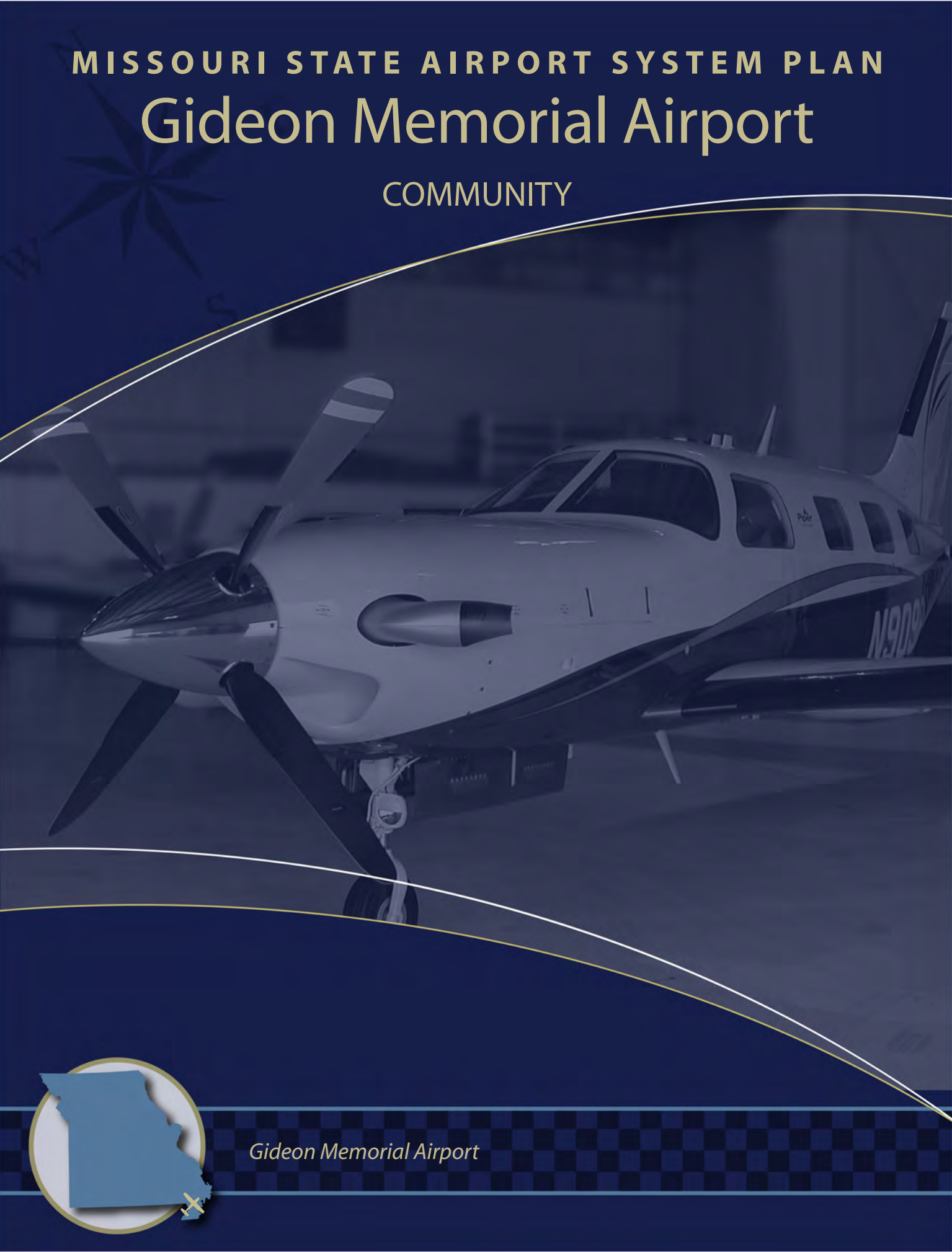
Forecasts developed for Gainesville Memorial indicate that annual aircraft operations will increase from 1,000 to 1,300 through 2022. One additional aircraft is projected to be added to the 3 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Gideon Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Seal/Mark Pavements	\$250,100
20-Year	
Total Development Costs	\$250,100
* Indicates the Airport’s current CIP projects.	





Gideon Memorial is located half a mile east of the City of Gideon in New Madrid County. Highway access to the airport is provided by State Highway 162.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



GIDEON MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	5 Jobs
Payroll	\$94,500
Output	\$346,200

When all economic impact measures are combined and analyzed, Gideon Memorial contributes 5 full-time jobs with earnings of nearly \$95,000. Total economic activity is estimated at \$346,200. In addition to the quantified economic benefits, Gideon Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-I	A-I	None
Primary Runway Length	4,504'	Maintain Existing	None
Primary Runway Width	58'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	Full Parallel	Turnarounds on each runway end	None
Approach	Non-Precision	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	None
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	1 spaces	Maintain Existing	None
Aircraft Apron	3 spaces	Maintain Existing	None
Terminal/Admin Building	1,500 square feet	Maintain Existing	None
Auto Parking	4 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Gideon Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Gideon Memorial has one runway, Runway 15/33, that is 4,504 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

Forecasts developed for Gideon Memorial indicate that annual aircraft operations will increase from 2,200 to 2,900 through 2022. No additional aircraft are projected to be added to the 1 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

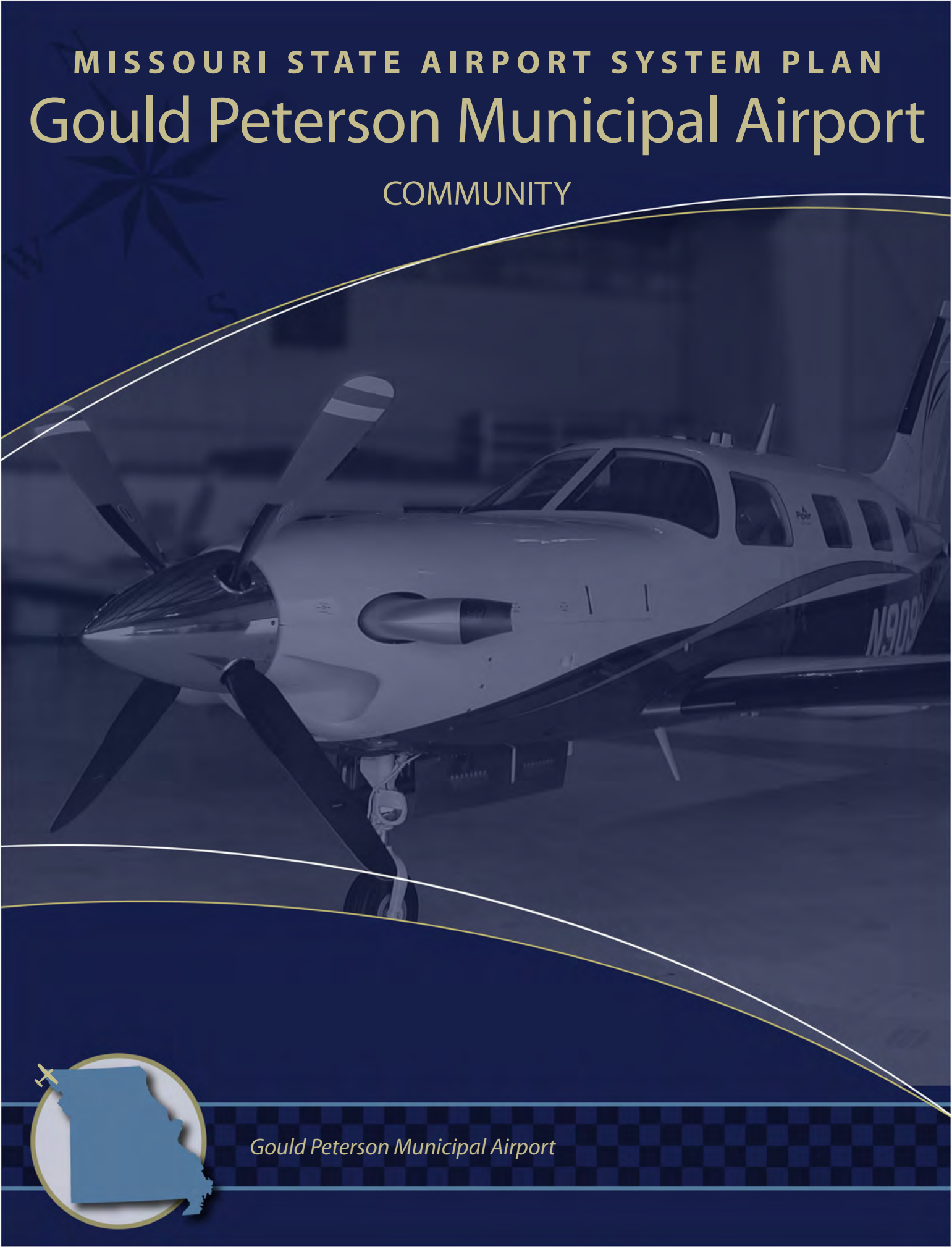
AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,846	2,000	2,100	2,400
Itinerant	354	400	400	500
Total	2,200	2,400	2,500	2,900
Based Aircraft				
Single-Engine	1	1	1	1
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	1	1	1	1

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Gould Peterson Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Improve Airport Drainage	\$56,300*
Apron Pavement Maintenance	\$159,700
T-Hangar Pavement Maintenance	\$18,000
Taxiway Pavement Maintenance	\$41,300
Construct Partial Parallel Taxiway	\$637,200
Install Perimeter Fencing	\$118,500
Conduct Environmental Assessment	\$50,000*
Land Acquisition for Runway Extension (10 Acres)	\$62,500*
Obstruction Removal	\$62,500
Construct Hangar Taxiways	\$275,500
Construct Apron Expansion	\$390,400*
20-Year	
Extend Runway 17-35 (4,000’ x 75’)	\$605,000*
Total Development Costs	\$2,476,900
* Indicates the Airport’s current CIP projects.	



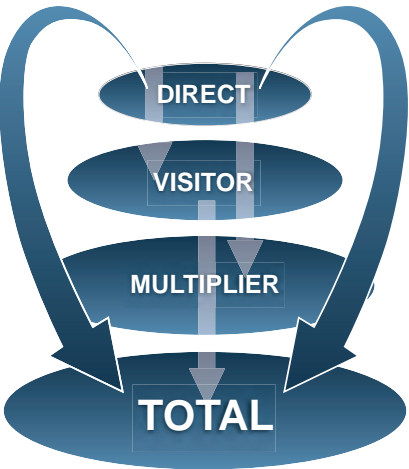


The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

Gould Peterson Municipal is located one mile and a half east of the City of Tarkio in Atchison County. Highway access to the airport is provided by U.S. Highway 136 and State Highway 59.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



GOULD PETERSON MUNICIPAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	6 Jobs
Payroll	\$126,600
Output	\$388,200

When all economic impact measures are combined and analyzed, Gould Peterson Municipal contributes 6 full-time jobs with earnings of nearly \$127,000. Total economic activity is estimated at \$388,200. In addition to the quantified economic benefits, Gould Peterson Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as law enforcement and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,773'	Maintain Existing	None
Primary Runway Width	60'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 36
Approach	Visual	Visual	None
Lighting	MIRL/NA	LIRL desired	None
NAVAIDS	Lighted wind cone/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	12 spaces	Maintain Existing	None
Aircraft Apron	4 spaces	Maintain Existing	None
Terminal/Admin Building	400 square feet	Maintain Existing	None
Auto Parking	23 spaces	Maintain Existing	None
Fuel	AvGas	AvGas	None
FBO	Limited Service	Limited Service	None
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Gould Peterson Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Gould Peterson Municipal has one runway, Runway 18/36, that is 3,773 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,220	2,500	2,700	3,200
Itinerant	1,580	1,700	2,000	2,300
Total	3,800	4,200	4,700	5,500
Based Aircraft				
Single-Engine	10	10	11	11
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	10	10	11	11

Forecasts developed for Gould Peterson Municipal indicate that annual aircraft operations will increase from 3,800 to 5,500 through 2022. One additional aircraft is projected to be added to the 10 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Hermann Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Airport Beacon	\$62,500
T-Hangar Pavement Maintenance	\$101,200
Seal/Mark Pavement	\$166,300
Acquire Land For RPZ's (20 Acres)	\$125,000
Airport Layout Plan	\$31,300*
Overlay/Mark Aircraft Parking Apron (2")	\$102,200
Safety Area Grading	\$37,500
20-Year	
Overlay/Mark Runway	\$411,300
Total Development Costs	\$1,037,300
* Indicates the Airport’s current CIP projects.	



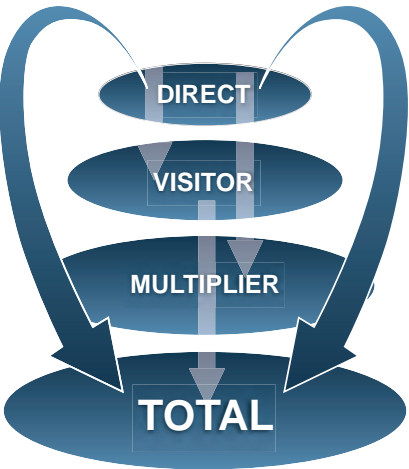


Hermann Municipal is located 4 miles west of the City of Hermann in Montgomery County. Highway access to the airport is provided by State Highways 19 and 94.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



HERMANN MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	2 Jobs
Payroll	\$46,100
Output	\$107,100

When all economic impact measures are combined and analyzed, Hermann Municipal contributes 2 full-time jobs with earnings of over \$46,000. Total economic activity is estimated at \$107,100. In addition to the quantified economic benefits, Hermann Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,198'	Maintain Existing	None
Primary Runway Width	50'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 07/25
Approach	Visual	Visual	None
Lighting	MIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	10 spaces	Maintain Existing	None
Aircraft Apron	0 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	0 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Hermann Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Hermann Municipal has one runway, Runway 07/25, that is 3,198 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,112	1,200	1,300	1,500
Itinerant	1,000	1,100	1,100	1,300
Total	2,112	2,300	2,400	2,800
Based Aircraft				
Single-Engine	8	8	9	10
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	8	8	9	10

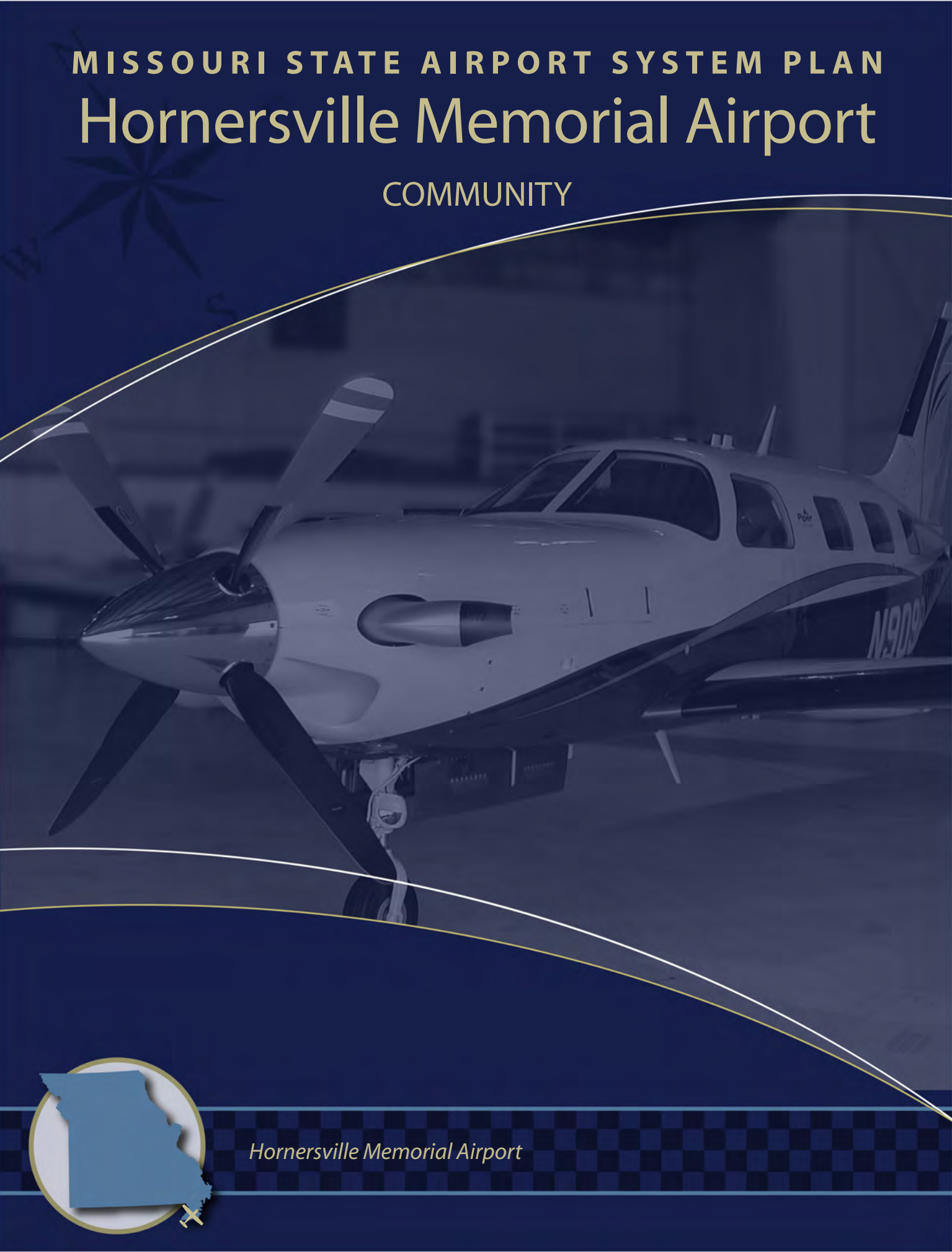
Forecasts developed for Hermann Municipal indicate that annual aircraft operations will increase from 2,200 to 2,800 through 2022. Two additional aircraft are projected to be added to the 8 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Hornersville Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Seal/Mark Pavements	\$137,600
20-Year	
Airport Layout Plan	\$31,300*
Rehab/Mark Runway	\$274,200
Total Development Costs	\$443,100
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Hornersville Memorial is located 3.5 miles west of the City of Hornersville in Montgomery County. Highway access to the airport is provided by State Highway 164.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



HORNSVILLE MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	1 Job
Payroll	\$28,900
Output	\$87,200

When all economic impact measures are combined and analyzed, Hornersville Memorial contributes 1 full-time job with earnings of nearly \$29,000. Total economic activity is estimated at \$87,200. In addition to the quantified economic benefits, Hornersville Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,648'	Maintain Existing	None
Primary Runway Width	47'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	Full Parallel	Turnarounds on each runway end	None
Approach	Visual	Visual	None
Lighting	MIRL/NP	LIRL desired	None
NAVAIDS	Lighted wind cone/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	6 spaces	Maintain Existing	None
Aircraft Apron	0 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	0 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Hornersville Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Hornersville Memorial has two runways; Runway 18/36 is 2,648 feet long and Runway 06/24 is 2,007 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,680	1,800	1,900	2,200
Itinerant	320	400	400	400
Total	2,000	2,200	2,300	2,600
Based Aircraft				
Single-Engine	2	2	2	2
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	2	2	2	2

Forecasts developed for Hornersville Memorial indicate that annual aircraft operations will increase from 2,000 to 2,600 through 2022. No additional aircraft are projected to be added to the 2 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Houston Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct Partial Parallel Taxiway to Runway 16-34	\$529,200
Land Acquisition (30 Acres)	\$187,500
Conduct Environmental Assessment	\$50,000
Install PAPI-4L	\$106,400
Grading/Drainage	\$75,000
Safety Area Grading	\$37,500
Seal/Mark Pavement	\$146,600
Seal/Overlay/Mark Taxilane	\$56,100
Rehab Rotating Beacon	\$37,500*
FAA 405 Survey	\$18,800
20-Year	
Expand Apron (120’x 200’)	\$231,500*
Construct Hangar Access Taxiways	\$359,000*
Construct T-Hangar	\$321,500*
Upgrade Fuel Facility	\$93,800*
Expand Runway 16-34 to 4,000’ x 75’	\$1,200,000*
Total Development Costs	\$3,450,400
* Indicates the Airport’s current CIP projects.	



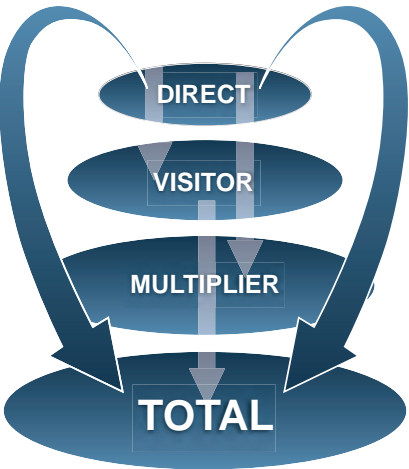


Houston Memorial is located 1 mile west of the City of Houston in Texas County. Highway access to the airport is provided by U.S. Highway 63 and State Highway 17.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



HOU.S.TON MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	6 Jobs
Payroll	\$165,200
Output	\$356,300

When all economic impact measures are combined and analyzed, Houston Memorial contributes 6 full-time jobs with earnings of over \$165,000. Total economic activity is estimated at \$356,300. In addition to the quantified economic benefits, Houston Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, aerial photography, and other recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,500'	Maintain Existing	None
Primary Runway Width	60'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 16/34
Approach	Visual	Visual	None
Lighting	MIRL/NA	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	None
	REIL	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	22 spaces	Maintain Existing	None
Aircraft Apron	12 spaces	Maintain Existing	None
Terminal/Admin Building	300 square feet	Maintain Existing	None
Auto Parking	70 spaces	Maintain Existing	None
Fuel	AvGas	AvGas	None
FBO	Limited Service	Limited Service	None
Maintenance	None	None	None
Ground Transportation	Rental Car	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Houston Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Houston Memorial has one runway, Runway 16/34, that is 3,500 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,965	2,100	2,300	2,600
Itinerant	5,035	5,400	5,800	6,500
Total	7,000	7,500	8,100	9,100
Based Aircraft				
Single-Engine	21	22	23	25
Multi-Engine	2	2	2	2
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	23	24	25	27

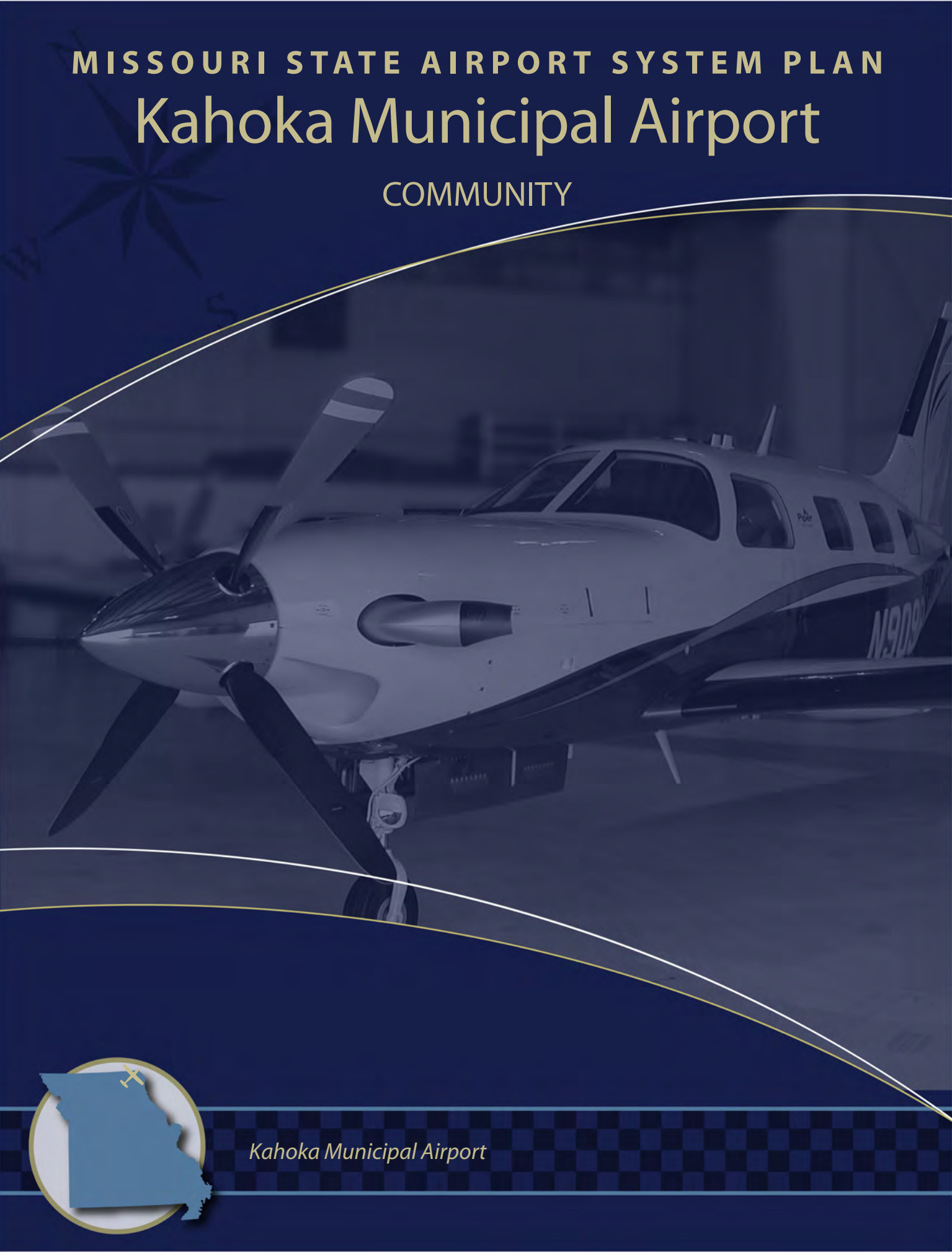
Forecasts developed for Houston Memorial indicate that annual aircraft operations will increase from 7,000 to 9,100 through 2022. Four additional aircraft are projected to be added to the 23 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Kahoka Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Update Airport Layout Plan	\$31,300*
Install Airport Beacon	\$62,500
20-Year	
Total Development Costs	\$93,800
* Indicates the Airport’s current CIP projects.	



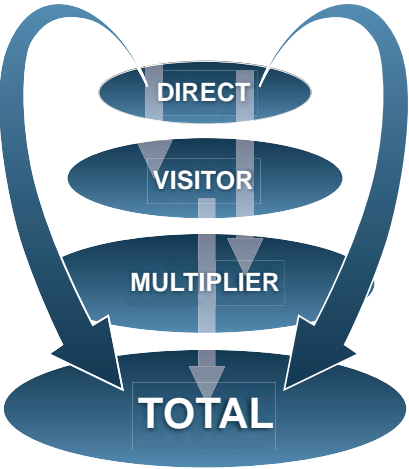
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Kahoka Municipal is located half a mile north-east of the City of Kahoka in Clark County. Highway access to the airport is provided by U.S. Highway 136 and State Highway 81.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



KAHOKA MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	0.5 Job
Payroll	\$11,900
Output	\$64,600

When all economic impact measures are combined and analyzed, Kahoka Municipal contributes 1 part-time job with earnings of nearly \$12,000. Total economic activity is estimated at \$64,600. In addition to the quantified economic benefits, Kahoka Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,650'	Maintain Existing	None
Primary Runway Width	100'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None-Turf	Turnarounds on each runway end	None
Approach	Visual	Visual	None
Lighting	None/NA	LIRL desired	None
NAVAIDS	Lighted wind cone	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	1 spaces	Maintain Existing	None
Aircraft Apron	1 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	12 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Kahoka Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Kahoka Municipal has one runway, Runway 10/28, that is 2,650 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	100	100	100	100
Itinerant	50	100	100	100
Total	150	200	200	200
Based Aircraft				
Single-Engine	1	1	1	1
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	1	1	1	1

Forecasts developed for Kahoka Municipal indicate that annual aircraft operations will increase from 150 to 200 through 2022. No additional aircraft are projected to be added to the 1 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Lincoln Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Airport Beacon	\$62,500
20-Year	
Update Airport Layout Plan	\$50,000*
Total Development Costs	\$112,500
* Indicates the Airport’s current CIP projects.	



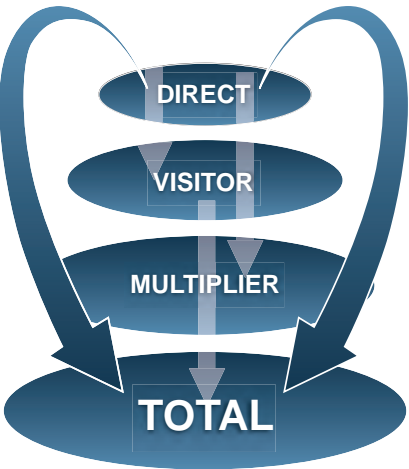
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



Lincoln Municipal is located 1 mile north of the City of Lincoln in Benton County. Highway access to the airport is provided by U.S. Highway 65.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



LINCOLN MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	2 Jobs
Payroll	\$63,000
Output	\$113,200

When all economic impact measures are combined and analyzed, Lincoln Municipal contributes 2 full-time jobs with earnings of \$63,000. Total economic activity is estimated at \$113,200. In addition to the quantified economic benefits, Lincoln Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities such as agricultural spraying, law enforcement, aerial photography, and other recreational uses

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,931'	Maintain Existing	None
Primary Runway Width	125'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None-Turf	Turnarounds on each runway end	None
Approach	Visual	Visual	None
Lighting	None/NA	LIRL desired	None
NAVAIDS	Lighted wind cone	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	6 spaces	Maintain Existing	None
Aircraft Apron	1 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	10 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Lincoln Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Lincoln Municipal has one runway, Runway 18/36, that is 2,931 feet long.

The following table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,300	1,400	1,500	1,700
Itinerant	1,475	1,600	1,700	1,900
Total	2,775	3,000	3,200	3,600
Based Aircraft				
Single-Engine	5	5	6	7
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	5	5	6	7

Forecasts developed for Lincoln Municipal indicate that annual aircraft operations will increase from 2,775 to 3,600 through 2022. Two additional aircraft are projected to be added to the 5 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Linn State Tech College Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Improve Airport Drainage	\$75,000*
T-Hangar Pavement Maintenance	\$26,400
Conduct Environmental Assessment	\$50,000
Obstruction Removal	\$56,300
Construct Runway 9-27 Parallel Taxiway (3,400’ x 25’)	\$817,500*
T-Hangar Construction	\$365,800*
Install Fuel Facility	\$93,800*
Joint Seal/Mark Runway 9-27	\$201,600
20-Year	
Seal/Mark Apron	\$212,200
Land Acquisition for Extension (30 Acres)	\$375,000*
Expand Runway 9-27 to 4,000’ x 75’	\$744,300*
Extend Runway 9-27 Parallel Taxiway to 4,000’	\$279,200*
Total Development Costs	\$3,297,100
* Indicates the Airport’s current CIP projects.	



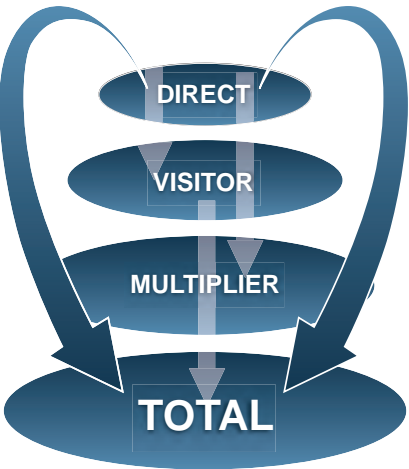
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Linn State Tech College Community Airport is located 2 miles east of the City of Linn in Osage County. Highway access to the airport is provided by U.S. Highway 50 from County Road 301.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



LINN STATE TECH COLLEGE AIRPORT TOTAL AVIATION IMPACTS	
Employment	13 Jobs
Payroll	\$276,700
Output	\$998,800

When all economic impact measures are combined and analyzed, Linn State Tech College Airport contributes 13 full-time jobs with earnings of nearly \$277,000. Total economic activity is estimated at \$998,800. In addition to the quantified economic benefits, Linn State Tech College Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities such as aerial photography and other recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,400'	Maintain Existing	None
Primary Runway Width	60'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 09/27
Approach	Visual	Visual	None
Lighting	MIRL/NA	LIRL desired	None
NAVAIDS	Lighted wind cone/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	PAPI/ REIL	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	0 spaces	Maintain Existing	None
Aircraft Apron	40 spaces	Maintain Existing	None
Terminal/Admin Building	400 square feet	Maintain Existing	None
Auto Parking	137 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	Limited Service	Limited Service	None
Maintenance	Limited Service	None	None
Ground Transportation	Rental Car	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Linn State Tech College Airport as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Linn State Tech College Airport has one runway, Runway 09/27, that is 3,400 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	192	200	200	200
Itinerant	308	300	300	400
Total	500	500	500	600
Based Aircraft				
Single-Engine	3	3	3	4
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	2	2	2	2
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	5	5	5	6

Forecasts developed for Linn State Tech College Airport indicate that annual aircraft operations will increase from 500 to 600 through 2022. One additional aircraft is projected to be added to the 5 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Mansfield Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Overlay/Mark Runway 7-25	\$359,200
Obstruction Removal	\$37,500
Update Airport Layout Plan	\$31,300*
Construct Terminal Building/Pilot Lounge	\$625,000*
Install 100LL Fueling System	\$93,800*
Pave Airport Road	\$247,100*
20-Year	
Land Purchase Runway Protection Zone (15 Acres)	\$93,800
Total Development Costs	\$1,487,700
* Indicates the Airport’s current CIP projects.	



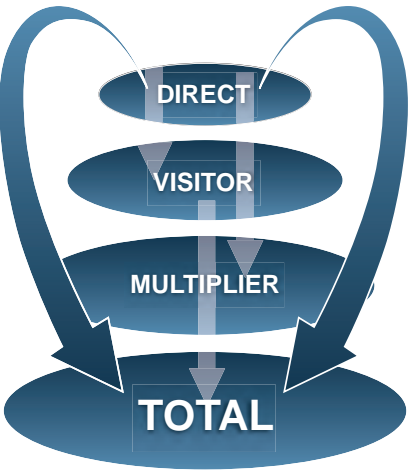
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Mansfield Municipal is located 3 miles north-west of the City of Mansfield in Wright County. Highway access to the airport is provided by U.S. Highway 60.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MANSFIELD MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	3 Jobs
Payroll	\$80,000
Output	\$164,500

When all economic impact measures are combined and analyzed, Mansfield Municipal contributes 3 full-time jobs with earnings of \$80,000. Total economic activity is estimated at \$164,500. In addition to the quantified economic benefits, Mansfield Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities such as agricultural spraying, law enforcement, and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,000'	Maintain Existing	None
Primary Runway Width	50'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 09/27
Approach	Visual	Visual	None
Lighting	MIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle/rotating beacon VASI	Lighted wind cone/segmented circle; rotating beacon desired Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	6 spaces	Maintain Existing	None
Aircraft Apron	5 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	15 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Mansfield Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Mansfield Municipal has one runway, Runway 07/25, that is 3,000 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	550	600	700	900
Itinerant	1,800	2,100	2,400	2,900
Total	2,350	2,700	3,100	3,800
Based Aircraft				
Single-Engine	6	6	7	7
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	6	6	7	7

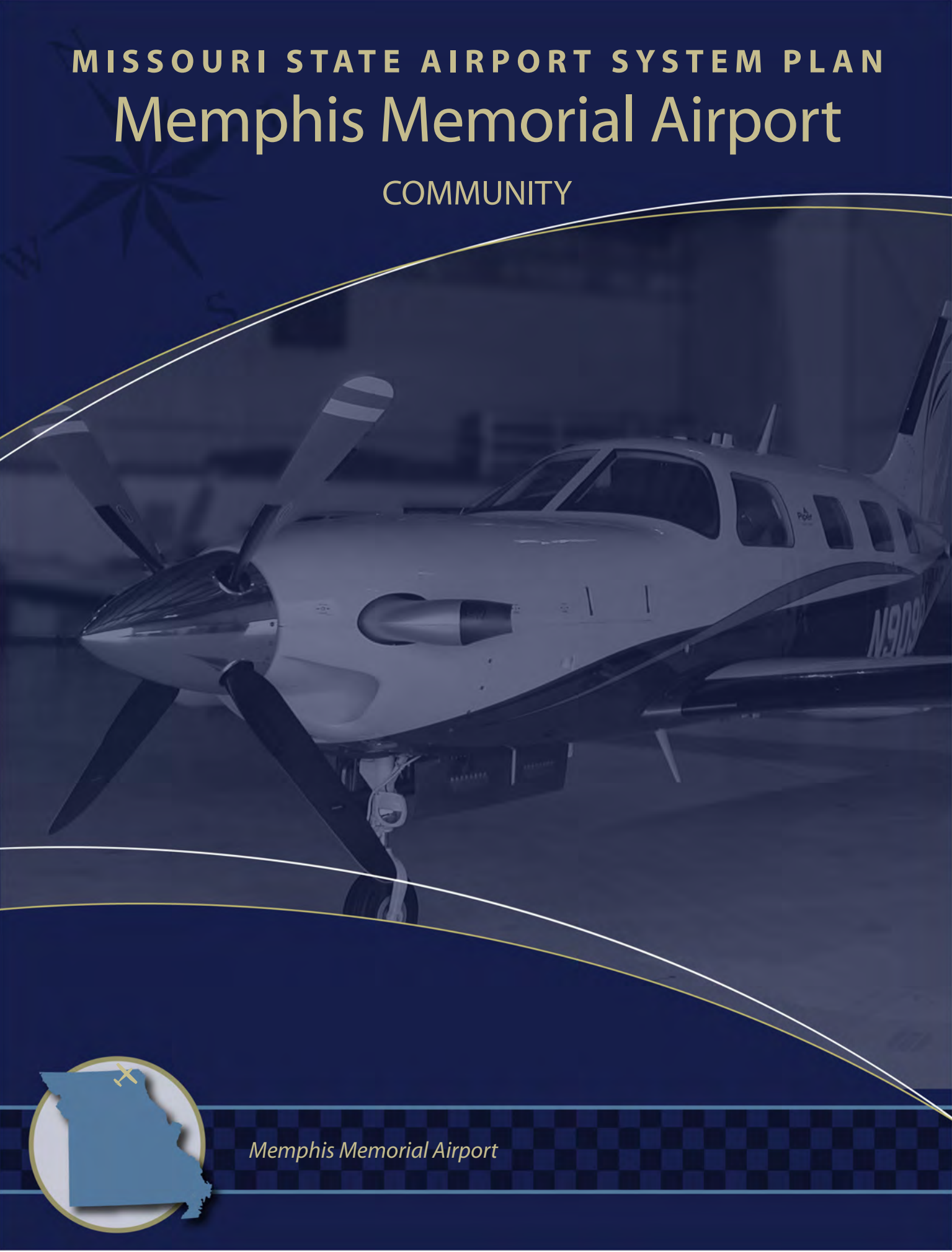
Forecasts developed for Mansfield Municipal indicate that annual aircraft operations will increase from 2,350 to 3,800 through 2022. One additional aircraft is projected to be added to the 6 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Memphis Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct Hangar Access Taxiway	\$391,300*
Construct Parking Apron	\$313,200*
Taxiway Pavement Maintenance	\$90,800
Taxiway Improvements	\$250,000
Seal/Mark Runway 12-30	\$348,800
Install MIRL	\$81,700
20-Year	
Install PAPI's	\$107,900
Rehab Runway 12-30	\$510,300
Construct Runway 12-30 Parallel Taxiway	\$886,200
Total Development Costs	\$2,980,200
* Indicates the Airport’s current CIP projects.	



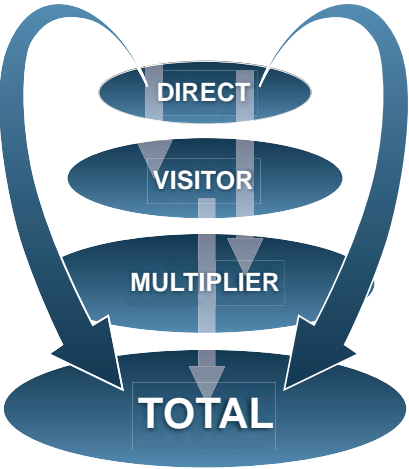
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Memphis Memorial is located 4 miles west of the City of Memphis in Scotland County. Highway access to the airport is provided by U.S. Highway 136 and State Highway 15.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MEMPHIS MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	1 Jobs
Payroll	\$28,900
Output	\$85,700

When all economic impact measures are combined and analyzed, Memphis Memorial contributes 1 full-time job with earnings of nearly \$29,000. Total economic activity is estimated at \$85,700. In addition to the quantified economic benefits, Memphis Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities such as agricultural spraying, just-in-time shipping, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,300'	Maintain Existing	None
Primary Runway Width	60'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 12/30
Approach	Visual	Visual	None
Lighting	LIRL/NA	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle/rotating beacon None	Lighted wind cone/segmented circle; rotating beacon desired Other	None None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	11 spaces	Maintain Existing	None
Aircraft Apron	12 spaces	Maintain Existing	None
Terminal/Admin Building	480 square feet	Maintain Existing	None
Auto Parking	2 spaces	Maintain Existing	None
Fuel	AvGas	AvGas	None
FBO	Full Service	Limited Service	None
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Memphis Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Memphis Memorial has one runway, Runway 12/30, that is 3,300 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	3,500	3,800	4,000	4,600
Itinerant	480	500	600	600
Total	3,980	4,300	4,600	5,200
Based Aircraft				
Single-Engine	9	9	9	10
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	9	9	9	10

Forecasts developed for Memphis Memorial indicate that annual aircraft operations will increase from 3,980 to 5,200 through 2022. One additional aircraft is projected to be added to the 9 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

MISSOURI STATE AIRPORT SYSTEM PLAN
Montgomery – Wehrman Airport
COMMUNITY



Montgomery – Wehrman Airport

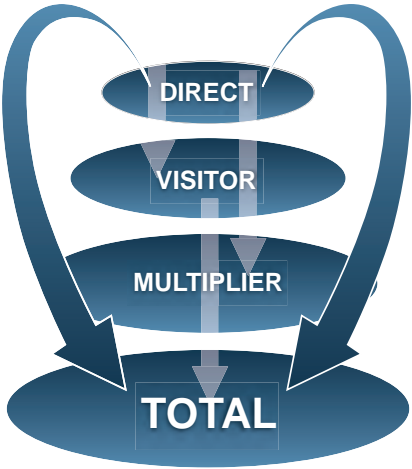


Montgomery-Wehrman is located 6.5 miles northeast of Montgomery City in Montgomery County. Highway access to the airport is provided by State Highway 61

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MONTGOMERY – WEHRMANN AIRPORT
TOTAL AVIATION IMPACTS

Employment	4 Jobs
Payroll	\$82,600
Output	\$319,000

When all economic impact measures are combined and analyzed, Montgomery-Wehrman contributes 4 full-time jobs with earnings of nearly \$83,000. Total economic activity is estimated at \$319,000. In addition to the quantified economic benefits, Montgomery-Wehrman also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,360'	Maintain Existing	None
Primary Runway Width	75'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None-Turf	Turnarounds on each runway end	None
Approach	Visual	Visual	None
Lighting	LIRL/NP	LIRL desired	None
NAVAIDS	Lighted wind cone	Lighted wind cone/Segmented circle; Rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	0 spaces	Maintain Existing	None
Aircraft Apron	0 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	0 spaces	Maintain Existing	None
Fuel	AvGas	AvGas	None
FBO	Full Service	Limited Service	None
Maintenance	None	None	None
Ground Transportation	Courtesy Car	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Montgomery-Wehrman as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Montgomery-Wehrman has one runway, Runway 03/21, that is 2,360 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,800	3,000	3,300	3,700
Itinerant	720	800	800	900
Total	3,520	3,800	4,100	4,600
Based Aircraft				
Single-Engine	7	7	8	8
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	7	7	8	8

Forecasts developed for Montgomery-Wehrman indicate that annual aircraft operations will increase from 3,520 to 4,600 through 2022. One additional aircraft is projected to be added to the 7 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Mount Vernon Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Update Airport Layout Plan	\$31,300*
Install Airport Beacon	\$62,500
Acquire Land for RPZ (30 Acres)	\$187,500
Seal/Mark Pavements	\$235,000
20-Year	
Total Development Costs	\$516,300
* Indicates the Airport’s current CIP projects.	



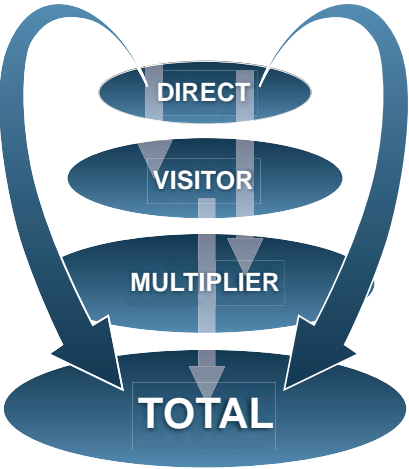
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Mount Vernon Municipal is located 4.5 miles southwest of the City of Mount Vernon in Lawrence County. Highway access to the airport is provided by Interstate 44.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MOUNT VERNON MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS

Employment	6 Jobs
Payroll	\$121,000
Output	\$574,700

When all economic impact measures are combined and analyzed, Mount Vernon Municipal contributes 6 full-time jobs with earnings of \$121,000. Total economic activity is estimated at \$574,700. In addition to the quantified economic benefits, Mount Vernon Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,195'	Maintain Existing	None
Primary Runway Width	58'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 36
Approach	Visual	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	3 spaces	Maintain Existing	None
Aircraft Apron	0 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	0 spaces	Maintain Existing	None
Fuel	AvGas	AvGas	None
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Mount Vernon Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Mount Vernon Municipal has one runway, Runway 18/36, that is 3,195 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	4,762	5,500	6,300	7,700
Itinerant	340	400	400	500
Total	5,102	5,900	6,700	8,200
Based Aircraft				
Single-Engine	7	7	8	8
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	8	8	9	9

Forecasts developed for Mount Vernon Municipal indicate that annual aircraft operations will increase from 5,102 to 8,200 through 2022. One additional aircraft is projected to be added to the 8 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

MISSOURI STATE AIRPORT SYSTEM PLAN

Osceola Municipal Airport

COMMUNITY



Osceola Municipal Airport

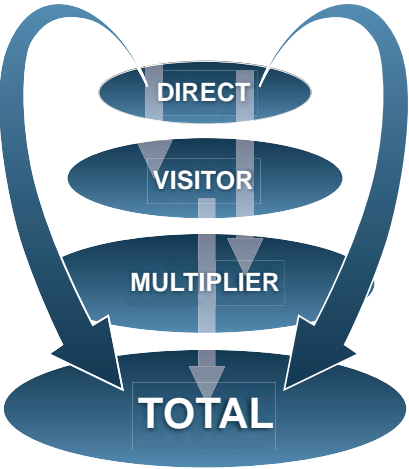
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



Osceola Municipal is located 10 miles east of the City of Osceola in St. Clair County. Highway access to the airport is provided by State Highways 82 and WW.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



OSCEOLA MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	0.5 Job
Payroll	\$11,900
Output	\$27,800

When all economic impact measures are combined and analyzed, Osceola Municipal contributes 1 part-time job with earnings of nearly \$12,000. Total economic activity is estimated at \$27,800. In addition to the quantified economic benefits, Osceola Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,430'	Maintain Existing	None
Primary Runway Width	74'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None-Turf	Turnarounds on each runway end	None
Approach	Non-Precision	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle	Lighted wind cone/segmented circle; rotating beacon desired	None
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	6 spaces	Maintain Existing	None
Aircraft Apron	2 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	2 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	Limited Service	Limited Service	None
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Osceola Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Osceola Municipal has one runway, Runway 18/36, that is 2,430 feet long.

The following table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	300	300	400	400
Itinerant	200	200	200	300
Total	500	500	600	700
Based Aircraft				
Single-Engine	6	6	6	7
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	7	7	7	8

Forecasts developed for Osceola Municipal indicate that annual aircraft operations will increase from 500 to 700 through 2022. One additional aircraft is projected to be added to the 7 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Piedmont Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Runway 3-21 Pavement Maintenance	\$536,700
Apron Pavement Maintenance	\$13,000
Construct Parallel Taxiway	\$960,000
Obstruction Removal	\$75,000
Improve Airport Drainage	\$62,500*
Expand Apron	\$370,800*
Construct T-Hangar Taxiway	\$310,500*
Relocate AWOS	\$43,800*
Relocate Fuel Facility	\$57,500*
Reconstruct/Relocate Access Road	\$356,200*
20-Year	
Rehab/Mark Apron & Connectors	\$368,600
Rehab/Mark Runway 3-21	\$420,800
Total Development Costs	\$3,575,400
* Indicates the Airport’s current CIP projects.	





Piedmont Municipal is located 2 miles southwest of the City of Piedmont in Wayne County. Highway access to the airport is provided by State Highway 34.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



PIEDMONT MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	2 Jobs
Payroll	\$46,100
Output	\$332,400

When all economic impact measures are combined and analyzed, Piedmont Municipal contributes 2 full-time jobs with earnings of over \$46,000. Total economic activity is estimated at \$332,400. In addition to the quantified economic benefits, Piedmont Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,300'	Maintain Existing	None
Primary Runway Width	60'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 03/21
Approach	Visual	Visual	None
Lighting	MIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle/rotating beacon VASI/ REIL	Lighted wind cone/segmented circle; rotating beacon desired Other	None
Weather	AWOS-3	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	9 spaces	Maintain Existing	None
Aircraft Apron	8 spaces	Maintain Existing	None
Terminal/Admin Building	2,816 square feet	Maintain Existing	None
Auto Parking	8 spaces	Maintain Existing	None
Fuel	AvGas	AvGas	None
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Piedmont Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Piedmont Municipal has one runway, Runway 03/21, that is 3,300 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

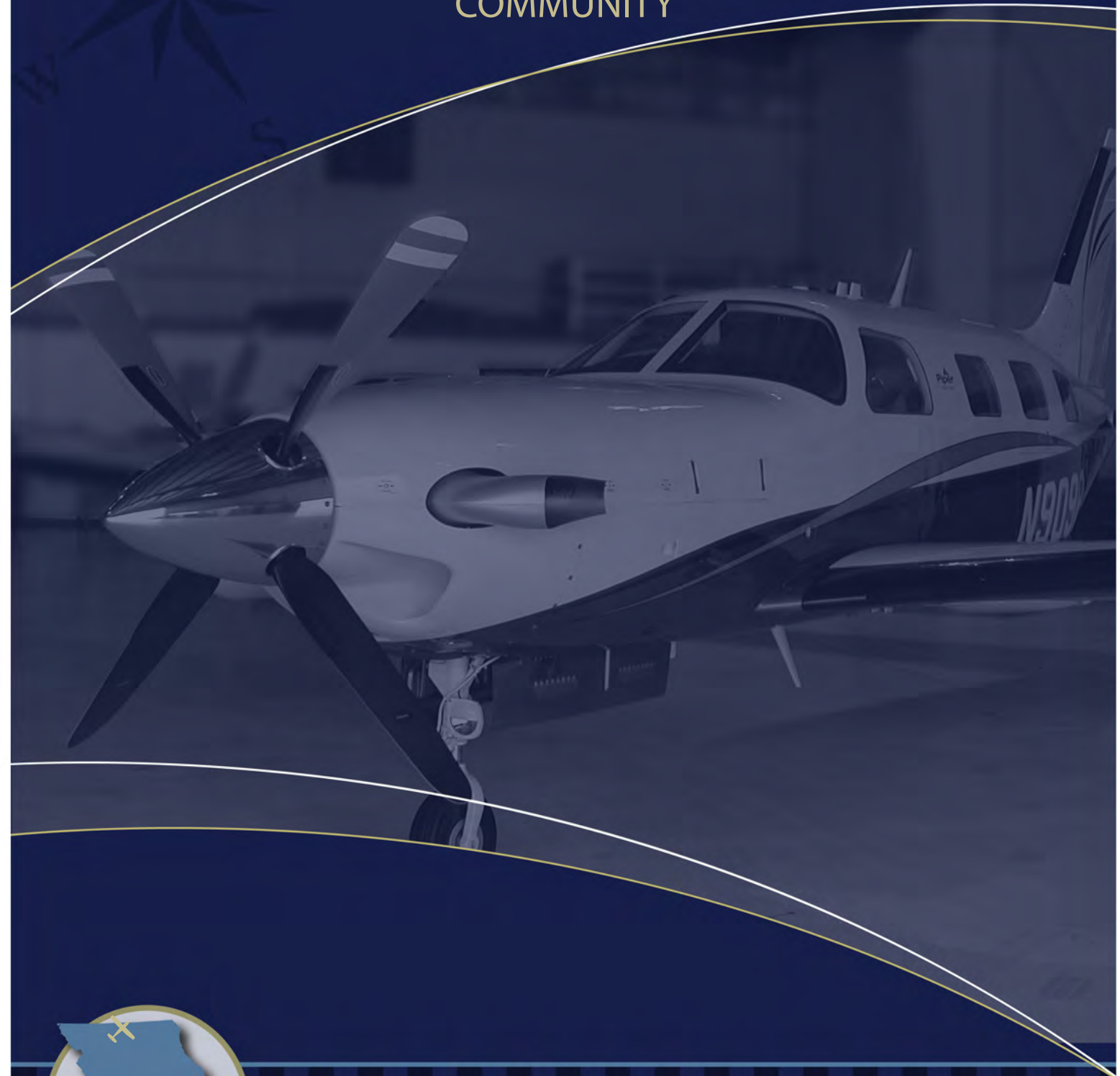
Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	950	1,000	1,100	1,200
Itinerant	1,050	1,200	1,200	1,400
Total	2,000	2,200	2,300	2,600
Based Aircraft				
Single-Engine	7	8	8	9
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	7	8	8	9

Forecasts developed for Piedmont Municipal indicate that annual aircraft operations will increase from 2,000 to 2,600 through 2022. Two additional aircraft are projected to be added to the 7 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

MISSOURI STATE AIRPORT SYSTEM PLAN Princeton – Kauffman Memorial Airport

COMMUNITY



Princeton – Kauffman Memorial Airport

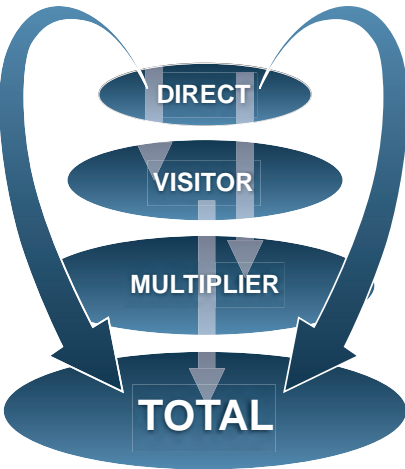


Princeton-Kauffman Memorial is located 1.5 miles north of the City of Princeton in Mercer County. Highway access to the airport is provided by U.S. Highway 136 and State Highway FF.

ECONOMIC IMPACT SUMMARY

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



PRINCETON – KAUFFMAN MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	0.5 Job
Payroll	\$1,600
Output	\$13,300

When all economic impact measures are combined and analyzed, Princeton-Kauffman Memorial contributes 1 part-time job with earnings of \$1,600. Total economic activity is estimated at \$13,300. In addition to the quantified economic benefits, Princeton-Kauffman Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,475'	Maintain Existing	None
Primary Runway Width	100'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None-Turf	Turnarounds on each runway end	None
Approach	Visual	Visual	None
Lighting	None/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	2 spaces	Maintain Existing	None
Aircraft Apron	0 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	0 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Princeton-Kauffman Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Princeton-Kauffman Memorial has one runway, Runway 18/36, that is 2,475 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	100	100	100	100
Itinerant	100	100	100	100
Total	200	200	200	200
Based Aircraft				
Single-Engine	2	2	2	2
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	2	2	2	2

Forecasts developed for Princeton-Kauffman Memorial indicate that annual aircraft operations will not increase through 2022. No additional aircraft are projected to be added to the 2 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Richland Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Airport Beacon	\$62,500
Purchase Land for RPZ and RSA (20 Acres)	\$125,000
Grade (RSA)	\$62,500
Seal/Mark Runway 14-32	\$226,800
Update Airport Layout Plan	\$50,000*
20-Year	
Overlay/Mark Apron	\$266,100
Overlay/Mark Runway 14-32	\$333,200
Total Development Costs	\$1,126,100
* Indicates the Airport’s current CIP projects.	



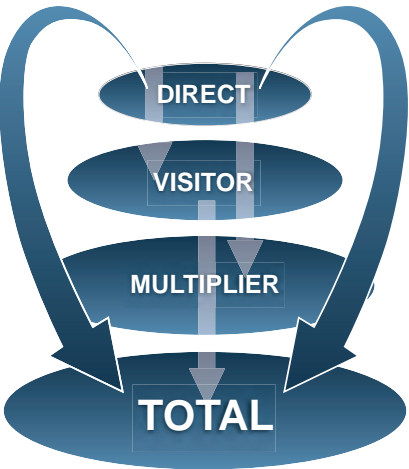


Richland Municipal is located 1 mile north of the City of Richland in Pulaski County. Highway access to the airport is provided by State Highways 133 and A.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



RICHLAND MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	0.5 Job
Payroll	\$11,900
Output	\$85,300

When all economic impact measures are combined and analyzed, Richland Municipal contributes 1 part-time job with earnings of nearly \$12,000. Total economic activity is estimated at \$85,300. In addition to the quantified economic benefits, Richland Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,000'	Maintain Existing	None
Primary Runway Width	60'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 14/32
Approach	Visual	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle	Lighted wind cone/segmented circle; rotating beacon desired	None
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	2 spaces	Maintain Existing	None
Aircraft Apron	2 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	10 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Richland Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Richland Municipal has one runway, Runway 14/32, that is 3,000 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	337	400	400	400
Itinerant	421	400	500	600
Total	758	800	900	1,000
Based Aircraft				
Single-Engine	2	2	2	2
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	1	1	1	1
Total	3	3	3	3

Forecasts developed for Richland Municipal indicate that annual aircraft operations will increase from 758 to 1,000 through 2022. No additional aircraft are projected to be added to the 3 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

MISSOURI STATE AIRPORT SYSTEM PLAN

Shelby County Airport

COMMUNITY



Shelby County Airport



Shelby County is located 1 mile northwest of the City of Shelbyville in Shelby County. Highway access to the airport is provided by State Highways 15 and 168.

ECONOMIC IMPACT SUMMARY

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



SHELBY COUNTY AIRPORT TOTAL AVIATION IMPACTS	
Employment	0.5 Job
Payroll	\$11,900
Output	\$35,700

When all economic impact measures are combined and analyzed, Shelby County contributes 1 part-time job with earnings of nearly \$12,000. Total economic activity is estimated at \$35,700. In addition to the quantified economic benefits, Shelby County also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,300'	Maintain Existing	None
Primary Runway Width	46'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None-Turf	Turnarounds on each runway end	None
Approach	Visual	Visual	None
Lighting	None/NA	LIRL desired	None
NAVAIDS	Lighted wind cone	Lighted wind cone/Segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	3 spaces	Maintain Existing	None
Aircraft Apron	4 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	0 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Shelby County as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Shelby County has one runway, Runway 17/35, that is 2,300 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	50	100	100	100
Itinerant	20	0	0	0
Total	70	100	100	100
Based Aircraft				
Single-Engine	0	0	0	0
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	0	0	0	0

Forecasts developed for Shelby County indicate that annual aircraft operations will increase from 70 to 100 through 2022. No additional aircraft are projected to be added as based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Slater Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
New Mower	\$18,800*
20-Year	
Total Development Costs	\$18,800
* Indicates the Airport’s current CIP projects.	



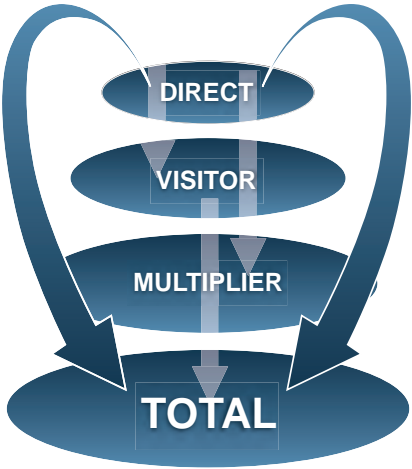


Slater Memorial is located 1 mile northwest of the City of Slater in Saline County. Highway access to the airport is provided by State Highways 240 and C.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



SLATER MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	8 Jobs
Payroll	\$216,300
Output	\$452,800

When all economic impact measures are combined and analyzed, Slater Memorial contributes 8 full-time jobs with earnings of over \$216,000. Total economic activity is estimated at \$452,800. In addition to the quantified economic benefits, Slater Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,455'	Maintain Existing	None
Primary Runway Width	145'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None-Turf	Turnarounds on each runway end	None
Approach	Visual	Visual	None
Lighting	None/NA	LIRL desired	None
NAVAIDS	Lighted wind cone	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	0 spaces	Maintain Existing	None
Aircraft Apron	0 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	0 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Slater Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Slater Memorial has one runway, Runway 04/22, that is 2,455 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	180	200	200	200
Itinerant	20	0	0	0
Total	200	200	200	200
Based Aircraft				
Single-Engine	0	0	0	0
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	1	1	1	1
Total	1	1	1	1

Forecasts developed for Slater Memorial indicate that annual aircraft operations will not increase through 2022. No additional aircraft are projected to be added to the 1 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Steele Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Seal Coat Apron	\$150,000
Seal Coat Runway	\$201,300
Install MIRL and Beacon	\$162,000
20-Year	
Airport Layout Plan	\$50,000*
Seal Coat Apron	\$150,000
Seal Coat Runway	\$201,300
2” Overlay Partial Parallel Taxiway	\$182,600
Total Development Costs	\$1,097,200
* Indicates the Airport’s current CIP projects.	



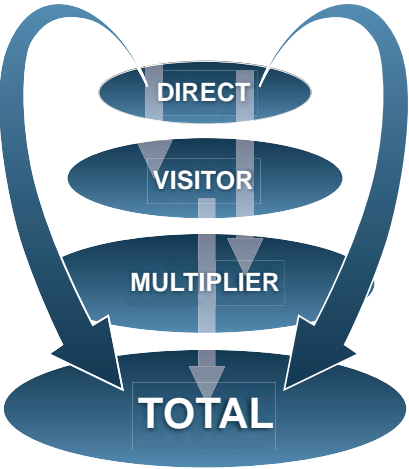
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Steele Municipal is located 2.5 miles northwest of the City of Steele in Pemiscot County. Highway access to the airport is provided by State Highway 164.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



STEELE MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS

Employment	9 Jobs
Payroll	\$36,400
Output	\$562,500

When all economic impact measures are combined and analyzed, Steele Municipal contributes 9 full-time jobs with earnings of over \$36,000. Total economic activity is estimated at \$562,500. In addition to the quantified economic benefits, Steele Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,985'	Maintain Existing	None
Primary Runway Width	48'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	Partial	Turnarounds on each runway end	Extend TXY to RWY 36
Approach	Visual	Visual	None
Lighting	LIRL/MITL	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	None
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	6 spaces	Maintain Existing	None
Aircraft Apron	8 spaces	Maintain Existing	None
Terminal/Admin Building	1,200 square feet	Maintain Existing	None
Auto Parking	44 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	Limited Service	Limited Service	None
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Steele Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Steele Municipal has one runway, Runway 18/36, that is 3,985 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,500	2,700	2,900	3,300
Itinerant	150	200	200	200
Total	2,650	2,900	3,100	3,500
Based Aircraft				
Single-Engine	5	5	5	6
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	5	5	5	6

Forecasts developed for Steele Municipal indicate that annual aircraft operations will increase from 2,650 to 3,500 through 2022. One additional aircraft is projected to be added to the 5 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Stockton Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Grading, Drainage, and Road Relocation	\$562,500
Construct 3,400’ x 75’ Runway	\$1,947,300*
Construct Aircraft Turnarounds	\$143,500*
Install MIRL	\$99,500*
Rwy Safety Area Improvements	\$56,300
Land Acquisition for Rwy 19 RPZ (25 Acres)	\$250,000
Obstruction Removal	\$56,300
Complete 150’ x 150’ Apron Expansion	\$231,100*
Construct Two New Hangars	\$262,500*
Install New Fuel Facility	\$93,800*
20-Year	
Complete 250’ x 150’ Apron Expansion	\$329,400*
Construct 20’ x 20’ Terminal Building	\$325,000*
Construct Auto Parking Lot	\$85,000*
Construct Two New Hangars	\$75,000*
Land Acquisition/Easements	\$62,500
Seal Coat Airfield Pavement Areas	\$353,300
Extend Runway to 4000’	\$1,012,300*
Relocate County Road	\$356,200*
Construct Partial Parallel Taxiway	\$553,600*
Total Development Costs	\$6,855,100
* Indicates the Airport’s current CIP projects.	



The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Stockton Municipal is located 3 miles southwest of the City of Stockton in Cedar County. Highway access to the airport is provided by State Highway 39.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



STOCKTON MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	2 Jobs
Payroll	\$47,500
Output	\$98,100

When all economic impact measures are combined and analyzed, Stockton Municipal contributes 2 full-time jobs with earnings of nearly \$48,000. Total economic activity is estimated at \$98,100. In addition to the quantified economic benefits, Stockton Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as law enforcement and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	3,060'	Maintain Existing	None
Primary Runway Width	50'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 01/19
Approach	Non-Precision	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	6 spaces	Maintain Existing	None
Aircraft Apron	5 spaces	Maintain Existing	None
Terminal/Admin Building	240 square feet	Maintain Existing	None
Auto Parking	10 spaces	Maintain Existing	None
Fuel	AvGas	AvGas	None
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	Public Phone	Public Phone	None

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Stockton Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Stockton Municipal has one runway, Runway 01/19, that is 3,060 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,055	2,100	2,200	2,400
Itinerant	274	300	300	300
Total	2,329	2,400	2,500	2,700
Based Aircraft				
Single-Engine	8	8	9	10
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	8	8	9	10

Forecasts developed for Stockton Municipal indicate that annual aircraft operations will increase from 2,329 to 2,700 through 2022. Two additional aircraft are projected to be added to the 8 based aircraft at the airport through the end of the planning period

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Thayer Memorial. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Airport Layout Plan	\$50,000*
Expand Apron	\$377,900*
Install MIRL’s	\$99,500
Obstruction Removal	\$56,300
Slurry Seal Pavements	\$264,700
20-Year	
T-Hangar Taxilane	\$331,800*
Reconstruct/Widen Runway 9-27 to 60’	\$512,200
Total Development Costs	\$1,692,400
* Indicates the Airport’s current CIP projects.	



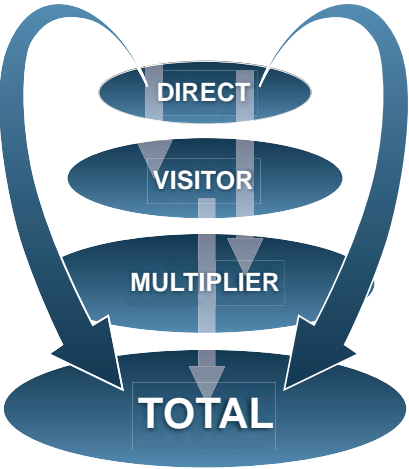
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Thayer Memorial is located 2 miles southwest of the City of Thayer in Oregon County. Highway access to the airport is provided by State Highway W.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



THAYER MEMORIAL AIRPORT TOTAL AVIATION IMPACTS

Employment	4 Jobs
Payroll	\$97,000
Output	\$234,800

When all economic impact measures are combined and analyzed, Thayer Memorial contributes 4 full-time jobs with earnings of \$97,000. Total economic activity is estimated at \$234,800. In addition to the quantified economic benefits, Thayer Memorial also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	B-I	A-I	None
Primary Runway Length	4,200'	Maintain Existing	None
Primary Runway Width	49'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None	Turnarounds on each runway end	Install turnaround/taxiway connector on RWY 09/27
Approach	Visual	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	4 spaces	Maintain Existing	None
Aircraft Apron	6 spaces	Maintain Existing	None
Terminal/Admin Building	500 square feet	Maintain Existing	None
Auto Parking	20 spaces	Maintain Existing	None
Fuel	AvGas	AvGas	None
FBO	Limited Service	Limited Service	None
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Thayer Memorial as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Thayer Memorial has one runway, Runway 09/27, that is 4,200 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	490	500	600	600
Itinerant	2,110	2,300	2,400	2,800
Total	2,600	2,800	3,000	3,400
Based Aircraft				
Single-Engine	5	5	6	6
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	5	5	6	6

Forecasts developed for Thayer Memorial indicate that annual aircraft operations will increase from 2,600 to 3,400 through 2022. One additional aircraft is projected to be added to the 5 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

MISSOURI STATE AIRPORT SYSTEM PLAN

Twin City Airpark

COMMUNITY



Twin City Airpark

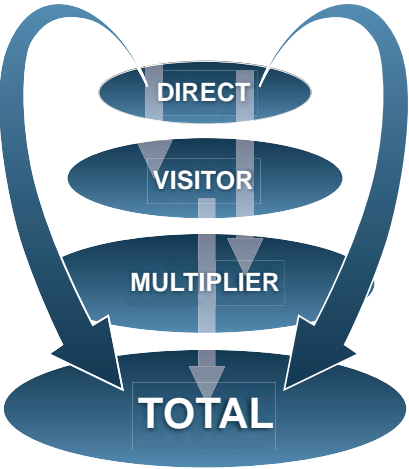
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Twin City Airpark is located 1 mile northwest of the City of Marble Hill in Bollinger County. Highway access to the airport is provided by State Highways 34 and 51.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



TWIN CITY AIRPARK TOTAL AVIATION IMPACTS	
Employment	2 Jobs
Payroll	\$63,000
Output	\$125,400

When all economic impact measures are combined and analyzed, Twin City Airpark contributes 2 full-time jobs with earnings of \$63,000. Total economic activity is estimated at \$125,400. In addition to the quantified economic benefits, Twin City Airpark also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities such as law enforcement and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,600'	Maintain Existing	None
Primary Runway Width	70'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	None-Turf	Turnarounds on each runway end	None
Approach	Visual	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone	Lighted wind cone/segmented circle; rotating beacon desired	Install segmented circle
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	4 spaces	Maintain Existing	None
Aircraft Apron	3 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	0 spaces	Maintain Existing	None
Fuel	AvGas	AvGas	None
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Twin City Airpark as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Twin City Airpark has one runway, Runway 12/30, that is 2,600 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	150	200	200	200
Itinerant	1,410	1,400	1,500	1,600
Total	1,560	1,600	1,700	1,800
Based Aircraft				
Single-Engine	5	5	6	6
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	1	1	1	1
Total	6	6	7	7

Forecasts developed for Twin City Airpark indicate that annual aircraft operations will increase from 1,560 to 1,800 through 2022. One additional aircraft is projected to be added to the 6 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Unionville Municipal. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Slurry Seal Runway	\$197,400
Runway Safety Area Grading	\$56,300
Obstruction Removal	\$62,500
20-Year	
Airport Layout Plan	\$31,300*
Total Development Costs	\$347,500
* Indicates the Airport’s current CIP projects.	



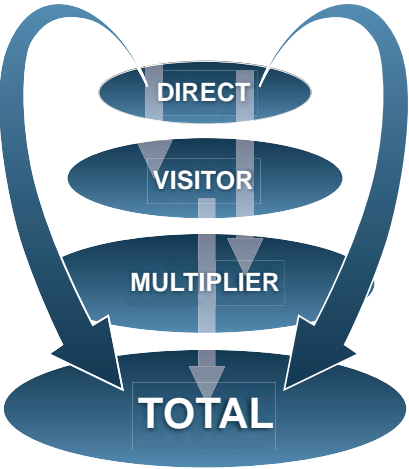
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. In 2005, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Unionville Municipal is located 4.5 miles north of the City of Unionville in Putnam County. Highway access to the airport is provided by State Highway 5.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



UNIONVILLE MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	2 Jobs
Payroll	\$46,100
Output	\$153,200

When all economic impact measures are combined and analyzed, Unionville Municipal contributes 2 full-time jobs with earnings of over \$46,000. Total economic activity is estimated at \$153,200. In addition to the quantified economic benefits, Unionville Municipal also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical evacuations in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	A-I	None
Primary Runway Length	2,805'	Maintain Existing	None
Primary Runway Width	49'	NPIAS-60'; Non-NPIAS-Maintain Existing	None
Taxiway Type	Turnaround	Turnarounds on each runway end	None
Approach	Visual	Visual	None
Lighting	LIRL/Reflectors	LIRL desired	None
NAVAIDS	Lighted wind cone/segmented circle/rotating beacon	Lighted wind cone/segmented circle; rotating beacon desired	None
	None	Other	None
Weather	None	None	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	4 spaces	Maintain Existing	None
Aircraft Apron	2 spaces	Maintain Existing	None
Terminal/Admin Building	0 square feet	Maintain Existing	None
Auto Parking	10 spaces	Maintain Existing	None
Fuel	None	AvGas	Provide AvGas
FBO	None	Limited Service	Provide Limited Service
Maintenance	None	None	None
Ground Transportation	None	None	None
Ground Communications	None	Public Phone	Install Public Phone

MoSASP has defined Community Airports as those airports that are considered to have community importance, primarily serving recreational and personal flying activities. These airports serve a contributing role in the local economy.

MoSASP recommendations include the classification of Unionville Municipal as a Community Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Unionville Municipal has one runway, Runway 17/35, that is 2,805 feet long.

The following table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	600	600	700	800
Itinerant	1,100	1,200	2,600	1,400
Total	1,700	1,800	3,300	2,200
Based Aircraft				
Single-Engine	6	6	6	7
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	6	6	6	7

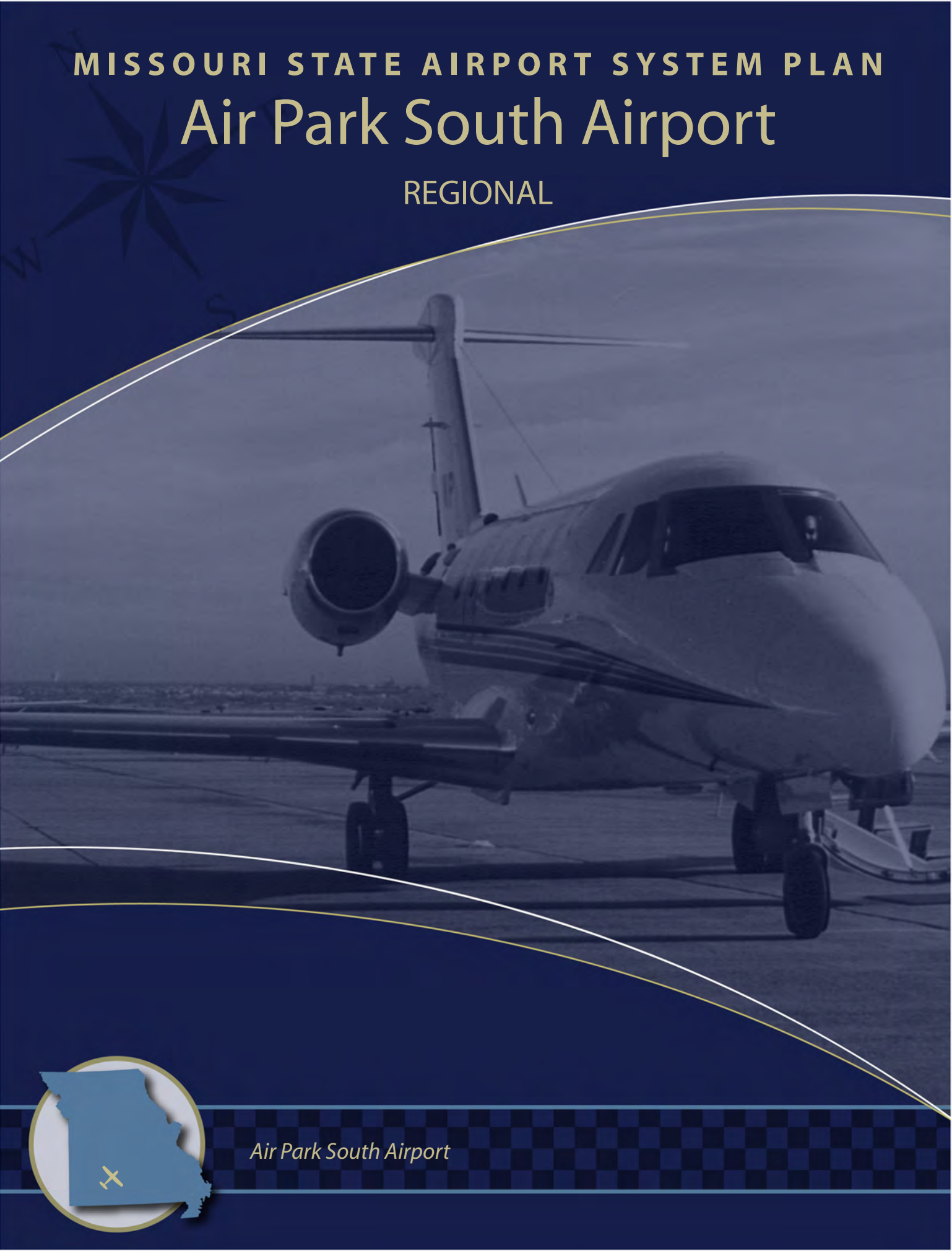
Forecasts developed for Unionville Municipal indicate that annual aircraft operations will increase from 1,700 to 2,200 through 2022. One additional aircraft is projected to be added to the 6 based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Air Park South Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Land Acquisition for Runway 17-35 (70 Acres)	\$1,250,000
Construct Runway 17-35 to 5,000 x 75’	\$3,721,600
Construct Runway 17-35 Parial Parallel Taxiway	\$1,643,600
Construct Apron	\$359,000*
20-Year	
Joint Seal Airport Pavements	\$409,300
Total Development Costs	\$7,383,500
* Indicates the Airport’s current CIP projects.	



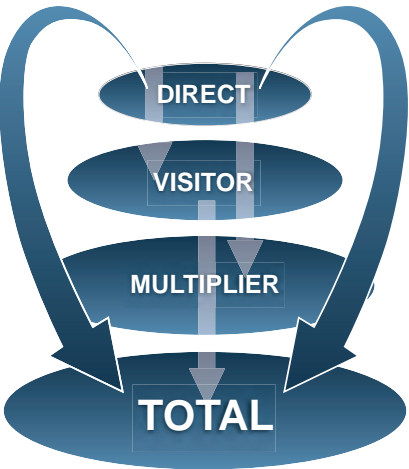
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Air Park South Airport is located approximately 4 miles northwest of downtown Ozark in Christian County. Highway access to the airport is provided by U.S. Highway 65.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



AIR PARK SOUTH AIRPORT TOTAL AVIATION IMPACTS	
Employment	4 Jobs
Payroll	\$83,900
Output	\$904,700

When all economic impact measures are combined and analyzed, Air Park South Airport contributes 4 full-time jobs with earnings of \$83,900. Total economic activity is estimated at \$904,700. In addition to the quantified economic benefits, Air Park South Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	2,528'	5,000'	Extend 2,472'
Primary Runway Width	39'	75'	Widen 36'
Taxiway Type	None	Full Parallel	Construct Full Parallel
Approach	Non-Precision	Non-Precision	None
Lighting	LIRL/NA	MIRL/MITL or Reflectors	Upgrade LIRL to MIRL/Install MITL or Reflectors
NAVAIDS	None	Rotating Beacon	Install Rotating Beacon
	Lighted Wind Cone	Lighted Wind Cone/Segmented Circle	Install Segmented Circle
	None	REILs	Install REILs
	None	VGSI (VASIs/PAPIs) Other	Install PAPIs
Weather	None	AWOS or ASOS	Install ASOS or AWOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	8 spaces	70% of based aircraft	Provide 9 additional Hangar Spaces
Aircraft Apron	0 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 19 Apron Spaces
Terminal/Admin Building	0 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide a 2,500 square foot Terminal Building
Auto Parking	20 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 16 additional Auto Spaces
Fuel	None	AvGas and Jet A	Install AvGas and Jet A
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Full Service	Provide Full Service
Ground Transportation	None	Rental Cars Available	Provide Rental Cars
Ground Communications	None	Public Phone and GCO	Install Public Phone and GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Air Park South Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Air Park South Airport has one runway, Runway 17/35, that is 2,528 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,700	2,000	2,200	2,800
Itinerant	1,700	2,000	2,200	2,800
Total	3,400	4,000	4,400	5,600
Based Aircraft				
Single-Engine	15	17	20	24
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Glider	0	0	0	0
Ultralight	0	0	0	0
Total	15	17	20	24

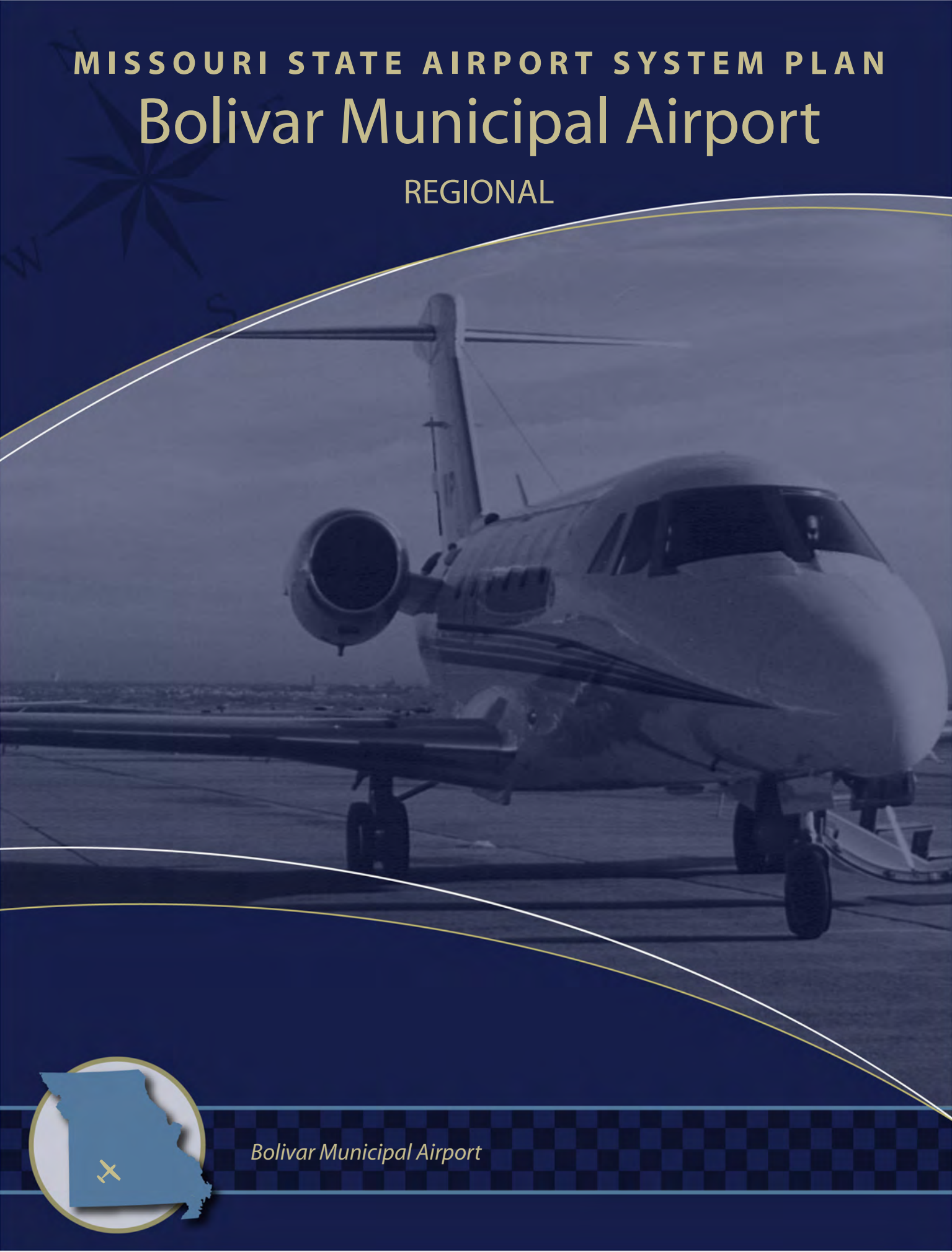
Forecasts developed for Air Park South Airport indicate that annual aircraft operations will increase from 3,400 to 5,600 through 2022. Nine additional aircraft are projected to be added to the 15 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and /or state funding. The accompanying table summarizes the estimated costs desired for Bolivar Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install AWOS	\$187,500
Purchase Land (100 Acres)	\$937,500
Construct Runway (5,000’ x 75’)	\$1,814,400
Seal/Mark Runway18-36	\$510,500
Conduct EA	\$62,500
Obstruction Removal - Runway 18	\$62,500
Construct T-Hangar Taxiway	\$306,600*
20-Year	
Rehab/Mark Apron	\$262,200
Install MALS	\$225,000
Rehab/Mark Runway 18-36	\$624,500
Rehab/Mark Runway 18-36 Taxiway	\$333,200
Extend/Widen Runway (5,000 x 100’)	\$1,170,100
Rehab/Mark Taxiway	\$185,800
Total Development Costs	\$6,682,300
* Indicates the Airport’s current CIP projects.	



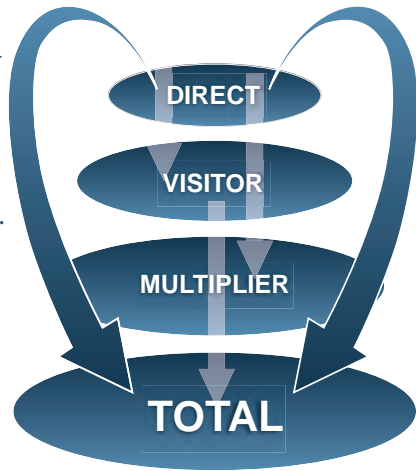
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



Bolivar Municipal Airport is located approximately 2 miles west of downtown Bolivar in Polk County. Highway access to the airport is provided by State Highways 13 and 32.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



BOLIVAR MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS

Employment	23 Jobs
Payroll	\$495,600
Output	\$2.3 Million

When all economic impact measures are combined and analyzed, Bolivar Municipal Airport contributes 23 full-time jobs with earnings of \$495,600. Total economic activity is estimated at \$2.3 million. In addition to the quantified economic benefits, Bolivar Municipal Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development, agricultural spraying activity, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,000'	5,000'	Extend RWY 1,000'
Primary Runway Width	75'	75'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/MITL	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	None	REILs	Install REILs
	PAPIs	VGSI (VASIs/PAPIs)	None
Weather	None	AWOS or ASOS	Install AWOS or ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	42 spaces	70% of based aircraft	4 additional spaces needed
Aircraft Apron	49 spaces	30% of based aircraft plus an additional 50% for transient use	3 spaces needed
Terminal/Admin Building	6,000 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	33 spaces	1 space for each based aircraft plus 50% for employees/visitors	65 spaces needed
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of Bolivar Municipal Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Bolivar Municipal Airport has one runway, Runway 18/36, that is 4,000 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	10,000	11,200	12,300	14,600
Itinerant	10,000	11,200	12,300	14,600
Total	20,000	22,400	24,600	29,200
Based Aircraft				
Single-Engine	45	47	50	55
Multi-Engine	5	5	6	7
Jet	0	1	2	3
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	50	54	58	65

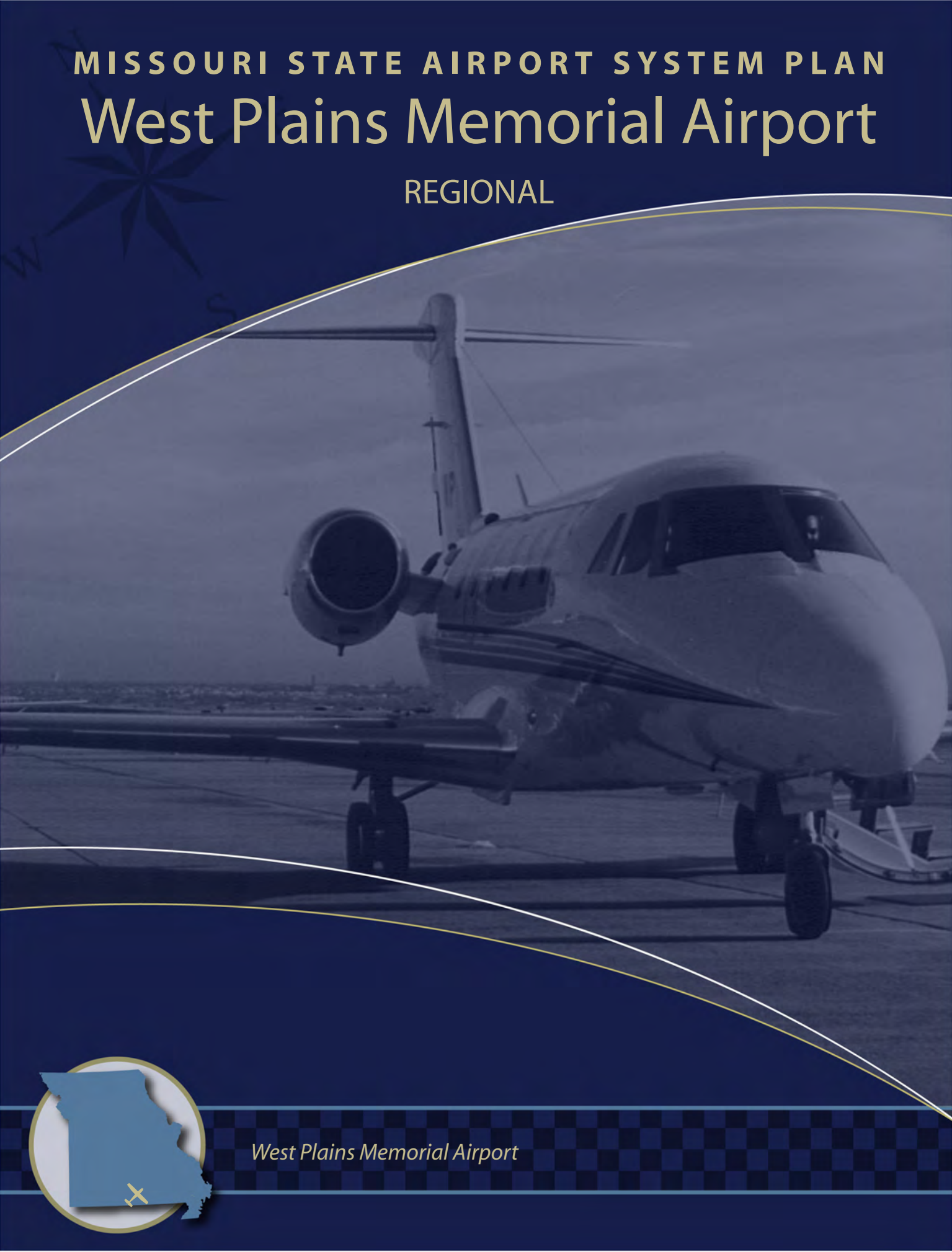
Forecasts developed for Bolivar Municipal Airport indicate that annual aircraft operations will increase from 20,000 to 29,200 through 2022. Fifteen additional aircraft are projected to be added to the 50 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.


RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for West Plains Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Extend Taxiway (2,500’ x 35’)	\$1,059,900
Seal Taxiway	\$169,600
Seal Apron	\$164,600
Acquire Land for Extension (25 Acres)	\$312,500
Overlay Runway 18-36	\$819,500
Overlay Access Taxiway	\$157,200
Obstruction Removal Runway 18	\$75,000
Airport Fencing	\$118,500
Relocate ASOS	\$31,300*
FAA 405 Survey	\$18,800
Improve Administration Building	\$156,300*
Construct Hangars/Taxiways	\$322,800*
20-Year	
Expand Apron	\$357,700*
Airport Layout Plan	\$50,000*
Seal Runway	\$496,200
Extend/Widen/Overlay Runway 18-36 (5,500’ x 100’)	\$1,790,400*
Total Development Costs	\$6,100,300
* Indicates the Airport’s current CIP projects.	



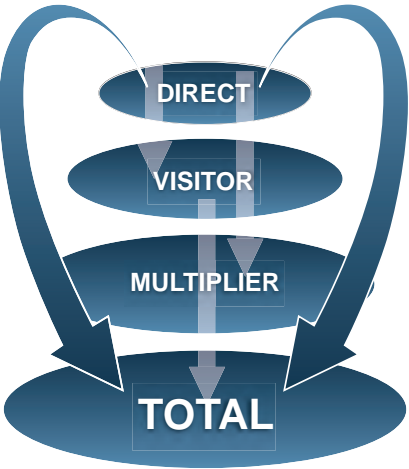
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



West Plains Municipal Airport is located approximately 12 miles north of downtown West Plains in Howell County. Highway access to the airport is provided by U.S. Highway 63.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



WEST PLAINS MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	61 Jobs
Payroll	\$1.5 Million
Output	\$5.3 Million

When all economic impact measures are combined and analyzed, West Plains Municipal Airport contributes 61 full-time jobs with earnings of \$1.5 Million. Total economic activity is estimated at \$5.3 Million. In addition to the quantified economic benefits, West Plains Municipal Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, recreational uses, law enforcement, just-in-time shipping, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	5,102'	5,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	Partial	Full Parallel	Extend TWY to RWY 36
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	REIL	REILs	None
	PAPIs	VGSI (VASIs/PAPIs) Other	None
Weather	ASOS	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	34 spaces	70% of based aircraft	None
Aircraft Apron	10 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 26 additional Apron Spaces
Terminal/Admin Building	1,500 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 1,000 square feet
Auto Parking	25 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 43 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	Provide Avionics Services
Ground Transportation	Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone/ GCO	Public Phone and GCO	None

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of West Plains Municipal Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. West Plains Municipal Airport has one runway, Runway 18/36, that is 5,102 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	4,500	4,800	5,200	5,900
Itinerant	9,300	10,000	10,700	12,100
Total	13,800	14,800	15,900	18,000
Based Aircraft				
Single-Engine	27	29	31	35
Multi-Engine	4	4	5	5
Jet	1	1	1	1
Helicopter	0	0	0	0
Gliders	2	2	2	3
Ultralight	1	1	1	1
Total	35	37	40	45

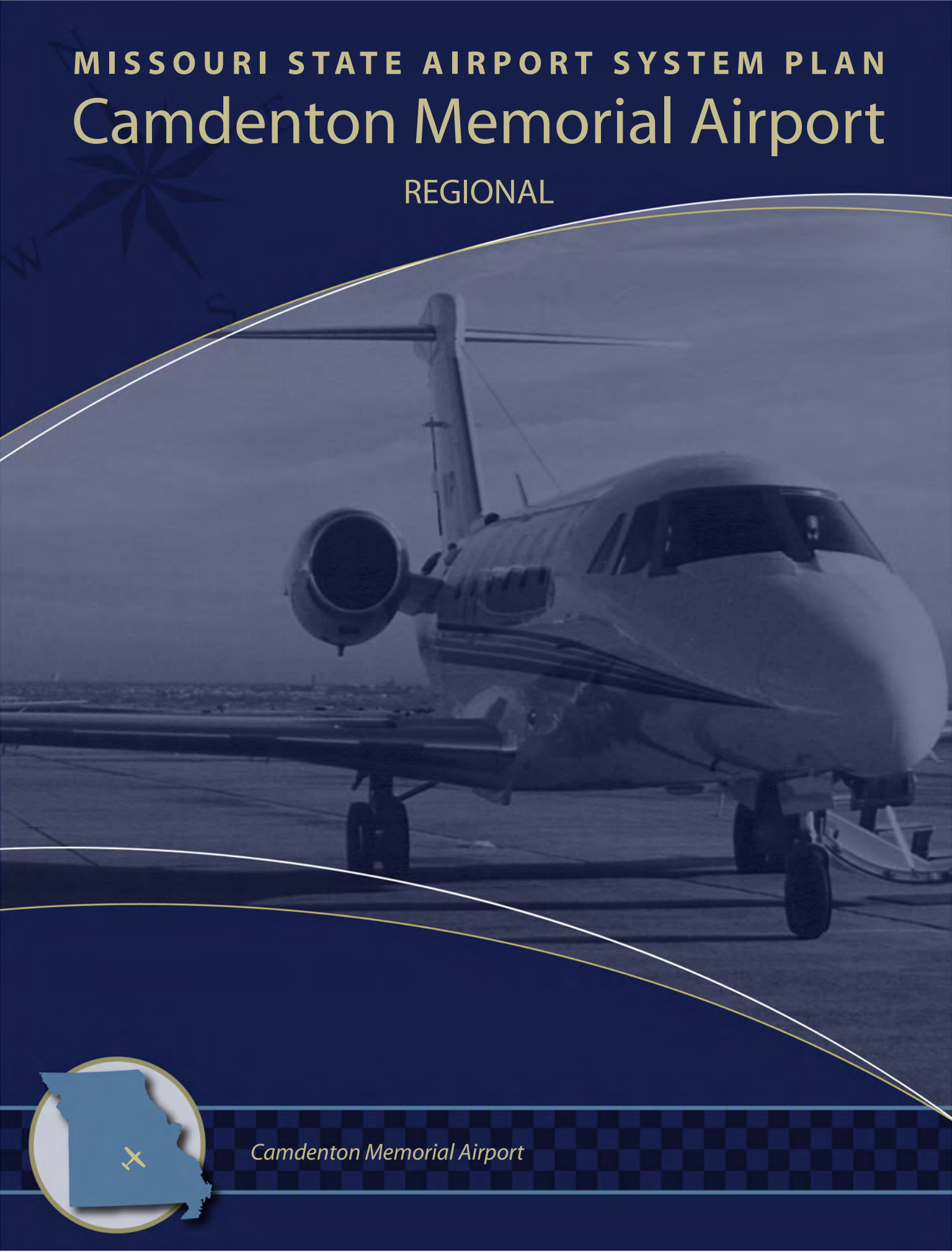
Forecasts developed for West Plains Municipal Airport indicate that annual aircraft operations will increase from 13,800 to 18,000 through 2022. Ten additional aircraft are projected to be added to the 35 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Camdenton Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install AWOS	\$187,500
Construct Partial Parallel Taxiway	\$144,500
Acquire Land for Partial Parallel Taxiway (20 Acres)	\$500,000
Improve Airport Drainage	\$50,000
Seal/Mark Runway	\$128,000
Seal/Mark Taxiway	\$128,000
Airport Layout Plan Update	\$31,300*
Seal/Mark Apron	\$128,000
20-Year	
Construct Hangar Access Taxiway	\$81,300*
Rehab/Mark Runway 15-33	\$121,900
Construct 1,000’ Runway Extension	\$625,000
Rehab/Mark Taxiways to Runway 15-33	\$35,300
Total Development Costs	\$2,160,800
* Indicates the Airport’s current CIP projects.	



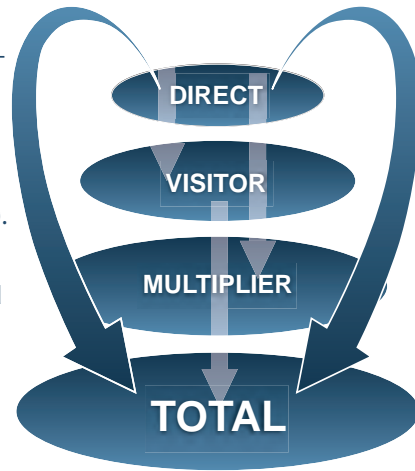
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



Camdenton Memorial Airport is located approximately 3 miles southeast of downtown Camdenton in Camden County. Highway access to the airport is provided by State Highways 5 and 7, as well as U.S. Highway 54.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CAMDENTON MEMORIAL AIRPORT TOTAL AVIATION IMPACTS

Employment 15 Jobs

Payroll \$356,800

Output \$1.6 Million

When all economic impact measures are combined and analyzed, Camdenton Memorial Airport contributes 15 full-time jobs with earnings of \$356,800. Total economic activity is estimated at \$1.6 million. In addition to the quantified economic benefits, Camdenton Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as experimental aircraft, agricultural spraying, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,000'	5,000'	Extend RWY 1,000'
Primary Runway Width	75'	75'	None
Taxiway Type	Partial Parallel	Full Parallel	Extend
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/MITL	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone	Lighted Wind Cone/Segmented Circle	Install Segmented Circle
	REILs	REILs	None
	PAPIs	VGSI (VASIs/PAPIs) Other	None
Weather	None	AWOS or ASOS	Install AWOS or ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	52 spaces	70% of based aircraft	None
Aircraft Apron	53 spaces	30% of based aircraft plus an additional 50% for transient use	None
Terminal/Admin Building	2,555 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	58 spaces	1 space for each based aircraft plus 50% for employees/visitors	12 spaces needed
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of Camdenton Memorial Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Camdenton Memorial Airport has one runway, Runway 15/33, that is 4,000 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	996	1,000	1,100	1,100
Itinerant	9,004	9,400	9,700	10,400
Total	10,000	10,400	10,800	11,500
Based Aircraft				
Single-Engine	24	26	29	34
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	26	29	31	36

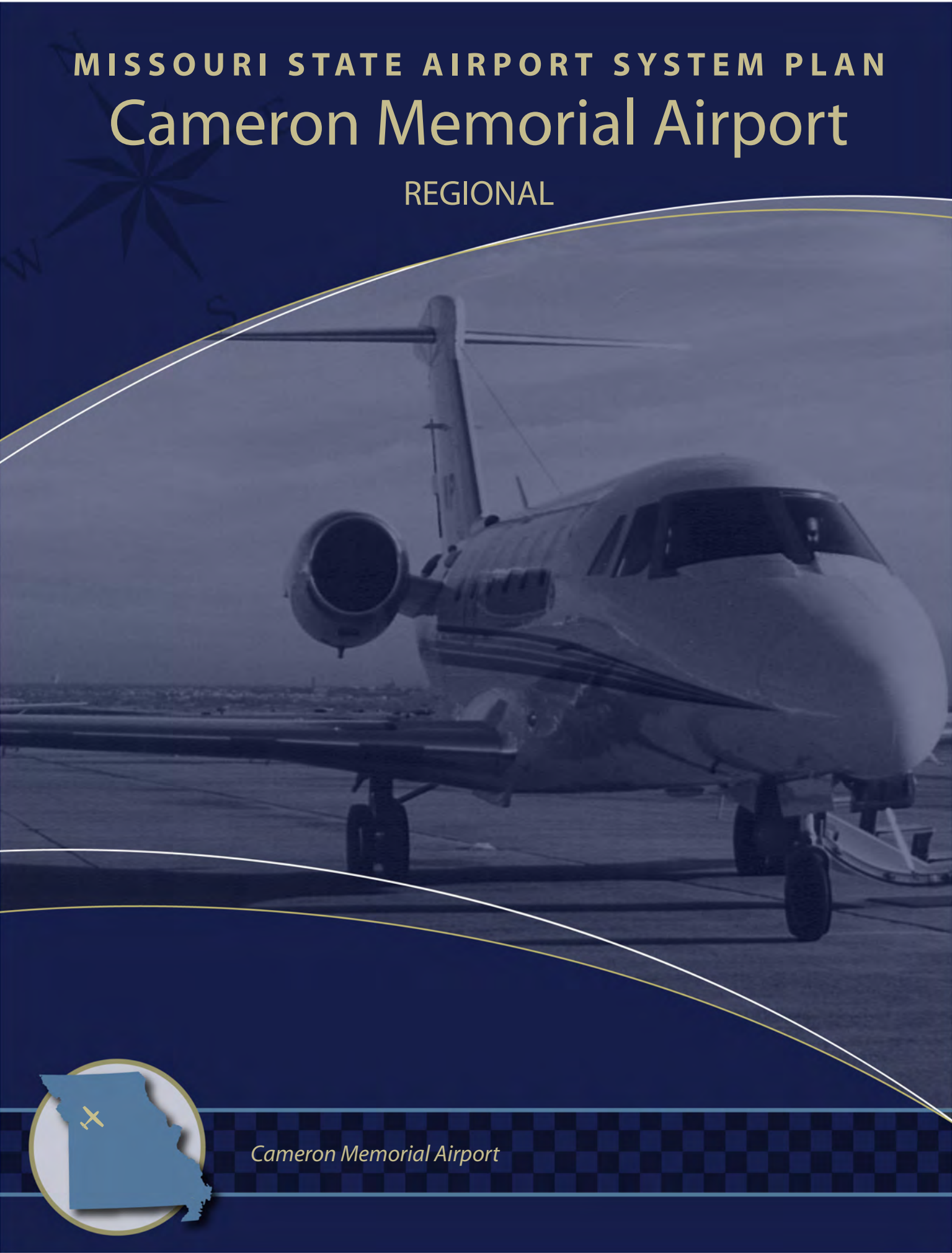
Forecasts developed for Camdenton Memorial Airport indicate that annual aircraft operations will increase from 10,000 to 11,500 through 2022. Ten additional aircraft are projected to be added to the 26 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Cameron Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Relocate REIL	\$27,800
Rehabilitate/Expand Apron 240’ x266’	\$324,400
Joint and Crackfill Runway	\$200,000
Joint and Crackfill Taxiway	\$125,000
Update Airport Layout Plan	\$31,300*
Perimeter Fence 10,000 L.F.	\$118,500
FAA 405 Survey	\$18,800
20-Year	
Expand Apron	\$126,500*
Construct T-Hangar Taxiway	\$81,300*
Construct T-Hangar	\$343,800*
Acquire Land for Crosswind Runway	\$187,500*
Install PAPI for Crosswind Runway	\$136,900*
Install AWOS	\$187,500
Construct Crosswind Runway 3,300’ x 60’	\$1,279,300*
Extend Runway 17-35 to 5,000’	\$617,700
Construct Parallel Taxiway to Crosswind Runway	\$744,300*
Widen Runway to 60’	\$231,200
Seal/Mark Pavement	\$179,100
Extend Parallel Taxiway to Runway 17-35	\$881,100
Total Development Costs	\$5,842,000
* Indicates the Airport’s current CIP projects.	



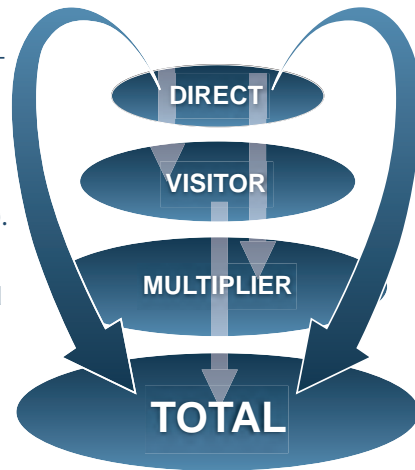
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Cameron Memorial Airport is located approximately 3 miles east of downtown Cameron in Clinton County. Highway access to the airport is provided by County Road A, U.S. Highway 36 and 49, and Interstate 35.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CAMERON MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	6 Jobs
Payroll	\$129,200
Output	\$580,300

When all economic impact measures are combined and analyzed, Cameron Memorial Airport contributes 6 full-time jobs with earnings of \$129,200. Total economic activity is estimated at \$580,300. In addition to the quantified economic benefits, Cameron Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as experimental aircraft, business development, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,000'	5,000'	Extend RWY 1,000'
Primary Runway Width	75'	75'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL	MIRL/MITL or Reflectors	Install MITL or Reflectors
NAVAIDS	Rotating Beacon Lighted Wind Cone/ Segmented Circle REILs PAPIs	Rotating Beacon	None
		Lighted Wind Cone/ Segmented Circle REILs	None
		VGSI (VASIs/PAPIs)	None
		Other	None
Weather	None	AWOS or ASOS	Install AWOS or ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	40 spaces	70% of based aircraft	None
Aircraft Apron	6 spaces	30% of based aircraft plus an additional 50% for transient use	26 additional spaces needed
Terminal/Admin Building	800 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	1,700 additional square feet
Auto Parking	17 spaces	1 space for each based aircraft plus 50% for employees/visitors	42 spaces needed
Fuel	AvGas	AvGas and Jet A	Provide Jet A
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Provide Maintenance/Avionics
Ground Transportation	Courtesy Car Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Cameron Memorial Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Cameron Memorial Airport has one runway, Runway 17/35, that is 4,000 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,780	2,000	2,200	2,600
Itinerant	2,420	2,700	3,000	3,500
Total	4,200	4,700	5,200	6,100
Based Aircraft				
Single-Engine	30	32	33	36
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	3	3	3	4
Total	33	35	36	40

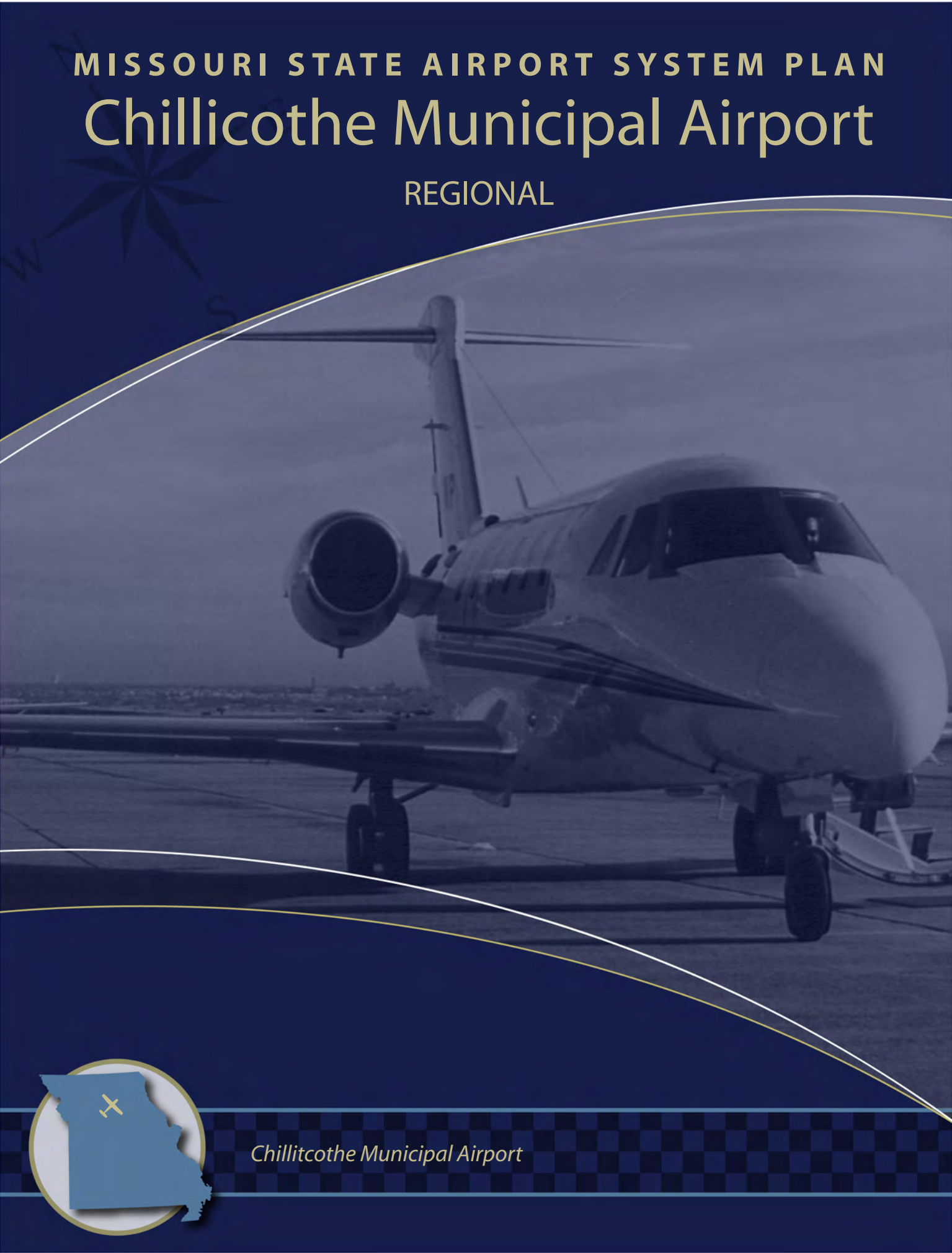
Forecasts developed for Cameron Memorial Airport indicate that annual aircraft operations will increase from 4,200 to 6,100 through 2022. Seven additional aircraft are projected to be added to the 33 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Chillicothe Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install PAPI-4L	\$110,900
Apron Pavement Maintenance	\$10,000
T-Hangar Pavement Maintenance	\$69,100
Rehab/Runway 14-32	\$493,100*
Perimeter Fence (10,000')	\$118,500
Purchase Property for Runway 2-20	\$468,800
Obstruction Removal Runway 14-32	\$50,000
Construct Hangar Access Taxiways	\$279,300*
Install AWOS	\$187,500
20-Year	
Construct Runway 2-20 to 5,000' x 75'	\$4,000,000
Construct Partial Parallel Taxiway to Runway 20	\$682,800
Total Development Costs	\$6,470,000
* Indicates the Airport’s current CIP projects.	



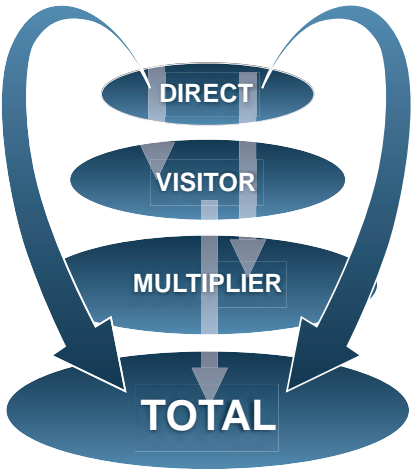


Chillicothe Municipal Airport is located approximately 4 miles southeast of downtown Chillicothe in Livingston County. Highway access to the airport is provided by U.S. Highway 36.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CHILICOTHE MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	8 Jobs
Payroll	\$113,900
Output	\$1.1 Million

When all economic impact measures are combined and analyzed, Chillicothe Municipal Airport contributes 8 full-time jobs with earnings of \$113,900. Total economic activity is estimated at \$1.1 Million. In addition to the quantified economic benefits, Chillicothe Municipal Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, pipeline patrol and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	3,900'	5,000'	Extend 1,100'
Primary Runway Width	74'	75'	None
Taxiway Type	Full	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	None	REILs	Install REILs
	PAPIs	VGSI (VASIs/PAPIs) Other	None
Weather	AWOS	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	17 spaces	70% of based aircraft	Provide 1 additional Hangar Spaces
Aircraft Apron	13 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 7 additional Apron Spaces
Terminal/Admin Building	1,800 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 700 square feet
Auto Parking	10 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 28 additional Auto Spaces
Fuel	AvGas	AvGas and Jet A	Install Jet A
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	Provide Avionics Services
Ground Transportation	Courtesy&Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone/ GCO	Public Phone and GCO	None

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Chillicothe Municipal Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Chillicothe Municipal Airport has two runways; Runway 14/32 is 3,900 feet long and Runway 02/20 is 3,614 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	3,600	3,700	3,800	4,100
Itinerant	254	300	300	300
Total	3,854	4,000	4,100	4,400
Based Aircraft				
Single-Engine	16	16	17	18
Multi-Engine	3	3	3	3
Jet	0	0	0	0
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	3	3	3	3
Total	23	23	24	25

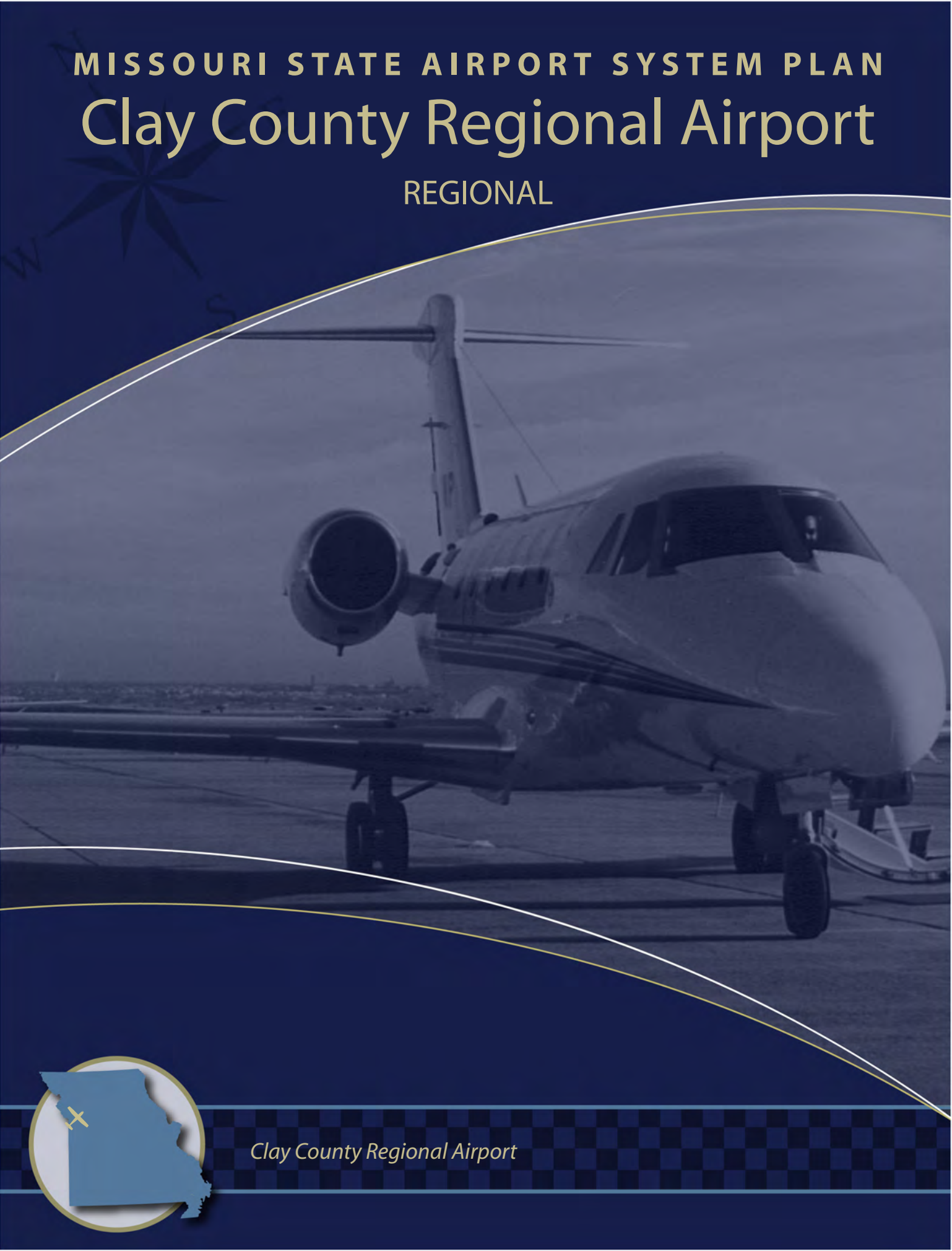
Forecasts developed for Chillicothe Municipal Airport indicate that annual aircraft operations will increase from 3,854 to 4,400 through 2022. Two additional aircraft are projected to be added to the 23 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Clay County Regional Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install AWOS	\$187,500
Install Instrument Approach AID (MALSR)	\$312,500*
Install Glide Slope	\$625,000*
Install Localizer	\$625,000*
Land Acquisition for ILS	\$800,000*
Construct T-Hangar Taxiways	\$352,000*
20-Year	
Update Airport Layout Plan	\$31,300*
Total Development Costs	\$2,933,300
* Indicates the Airport’s current CIP projects.	



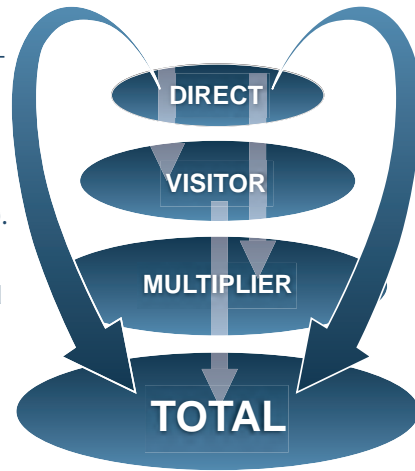
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



Clay County Regional Airport is located approximately 1 mile northeast of downtown Mosby in Clay County. Highway access to the airport is provided by U.S. Highway 69 and State Highway 33.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CLAY COUNTY REGIONAL AIRPORT TOTAL AVIATION IMPACTS

Employment 15 Jobs

Payroll \$322,100

Output \$1.4 Million

When all economic impact measures are combined and analyzed, Clay County Regional Airport contributes 15 full-time jobs with earnings of \$322,100. Total economic activity is estimated at \$1.4 Million. In addition to the quantified economic benefits, Clay County Regional Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as just-in-time shipping, recreational uses, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	5,500'	5,000'	None
Primary Runway Width	100'	75'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	HIRL/MITL	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon Lighted Wind Cone/ Segmented Circle REILs PAPIs	Rotating Beacon	None
		Lighted Wind Cone/ Segmented Circle REILs	None
		VGSI (VASIs/PAPIs)	None
		Other	None
Weather	None	AWOS or ASOS	Install AWOS or ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	66 spaces	70% of based aircraft	None
Aircraft Apron	25 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 27 additional Apron Spaces
Terminal/Admin Building	2,900 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	54 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 62 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Provide Avionics/ Aircraft Repair Services
Ground Transportation	Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of Clay County Regional Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Clay County Regional Airport has one runway, Runway 18/36, that is 5,500 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	17,500	18,900	19,900	22,400
Itinerant	7,500	8,100	8,500	9,600
Total	25,000	27,000	28,400	32,000
Based Aircraft				
Single-Engine	45	48	52	59
Multi-Engine	8	9	10	11
Jet	0	1	2	4
Helicopter	2	2	2	3
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	55	60	66	77

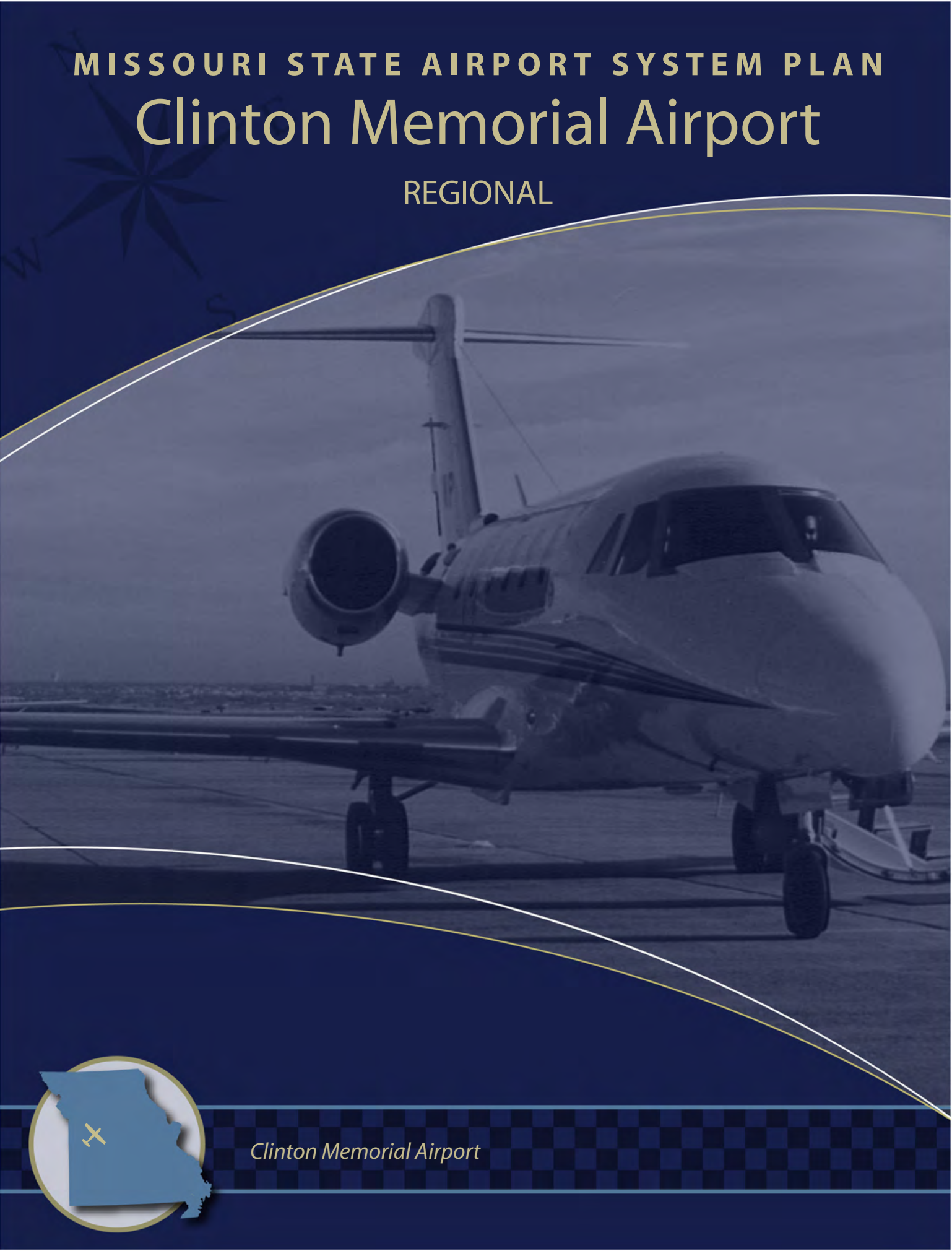
Forecasts developed for Clay County Regional Airport indicate that annual aircraft operations will increase from 25,000 to 32,000 through 2022. Twenty-two additional aircraft are projected to be added to the 55 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Clinton Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Perimeter Fencing (11,000 L.F.)/Access Gate	\$106,300
Install AWOS	\$187,500
Taxiway Pavement Maintenance	\$39,300
Runway Pavement Maintenance	\$66,000
Purchase Land for Runway 18-36 (300 AC)	\$1,250,000
Construct Rwy 18-36 (5,500’ x 100’)	\$4,388,500
Construct Rwy 18-36 Parallel Taxiway	\$2,310,900
Expand Aircraft Parking Apron (3,790 S.Y.)	\$97,500*
Construct Maintenance Hangar (120’ x 80’)	\$326,500*
Seal/Overlay/Mark Parking Arpon (4,500’ S.Y.)	\$128,300
Rehab/Mark Taxilane (2,265 S.Y.)	\$54,100
20-Year	
Construct Aircraft Parking Apron(2,500 S.Y.)	\$59,800*
Construct Aircraft Access Taxiway (1,440 S.Y.)	\$609,900*
Construct Terminal Area Parking (2,280 S.Y.)	\$63,100*
Construct Four 8-Unit T-Hangars/Taxilane	\$1,929,800*
Construct Two Common Hangars (80’ x 80’)	\$524,700*
Construct 4-Unit Hangar	\$393,200*
Install New Fuel System	\$25,000*
Construct Terminal Area Access Road	\$63,100*
Expand Main Aircraft Parking Apron (12,160 S.Y.)	\$314,500*
Rehab Runway 4-22 Lighting	\$53,800*
Rehab Runway 4-22 Parallel Taxiway Lighting	\$53,800*
Rehab Airport Beacon	\$1,500*
Seal/Overlay/Mark Runway 4-22	\$187,500
Seal/Overlay/Mark Runway 4-22 Parallel Taxiway	\$137,700
Total Development Costs	\$13,372,300
* Indicates the Airport’s current CIP projects.	



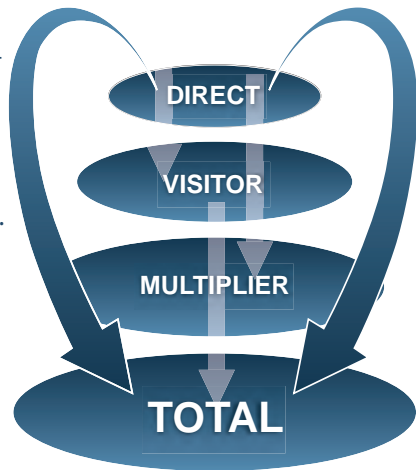
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



Clinton Memorial Airport is located approximately 5 miles east of downtown Clinton in Henry County. Highway access to the airport is provided by State Highway 7.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CLINTON MEMORIAL AIRPORT TOTAL AVIATION IMPACTS

Employment 17 Jobs

Payroll \$371,700

Output \$1.2 Million

When all economic impact measures are combined and analyzed, Clinton Memorial Airport contributes 17 full-time jobs with earnings of \$371,700. Total economic activity is estimated at \$1.2 million. In addition to the quantified economic benefits, Clinton Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as aerial photography/surveying, business development, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-I	B-II	Upgrade ARC design standards
Primary Runway Length	4,001'	5,000'	Extend RWY 999'
Primary Runway Width	60'	75'	Widen RWY 15'
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	REILs	REILs	None
	PAPIs	VGSI (VASIs/PAPIs) Other	None
Weather	None	AWOS or ASOS	Install AWOS or ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	34 spaces	70% of based aircraft	None
Aircraft Apron	16 spaces	30% of based aircraft plus an additional 50% for transient use	11 additional spaces needed
Terminal/Admin Building	600 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	1,900 additional square feet
Auto Parking	15 spaces	1 space for each based aircraft plus 50% for employees/visitors	55 spaces needed
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone/GCO	Public Phone and GCO	None

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of Clinton Memorial Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Clinton Memorial Airport has one runway, Runway 04/22, that is 4,001 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	4,035	4,700	5,300	6,500
Itinerant	9,555	11,000	12,400	15,400
Total	13,950	15,700	17,700	21,900
Based Aircraft				
Single-Engine	35	37	39	42
Multi-Engine	4	4	4	5
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	39	41	43	47

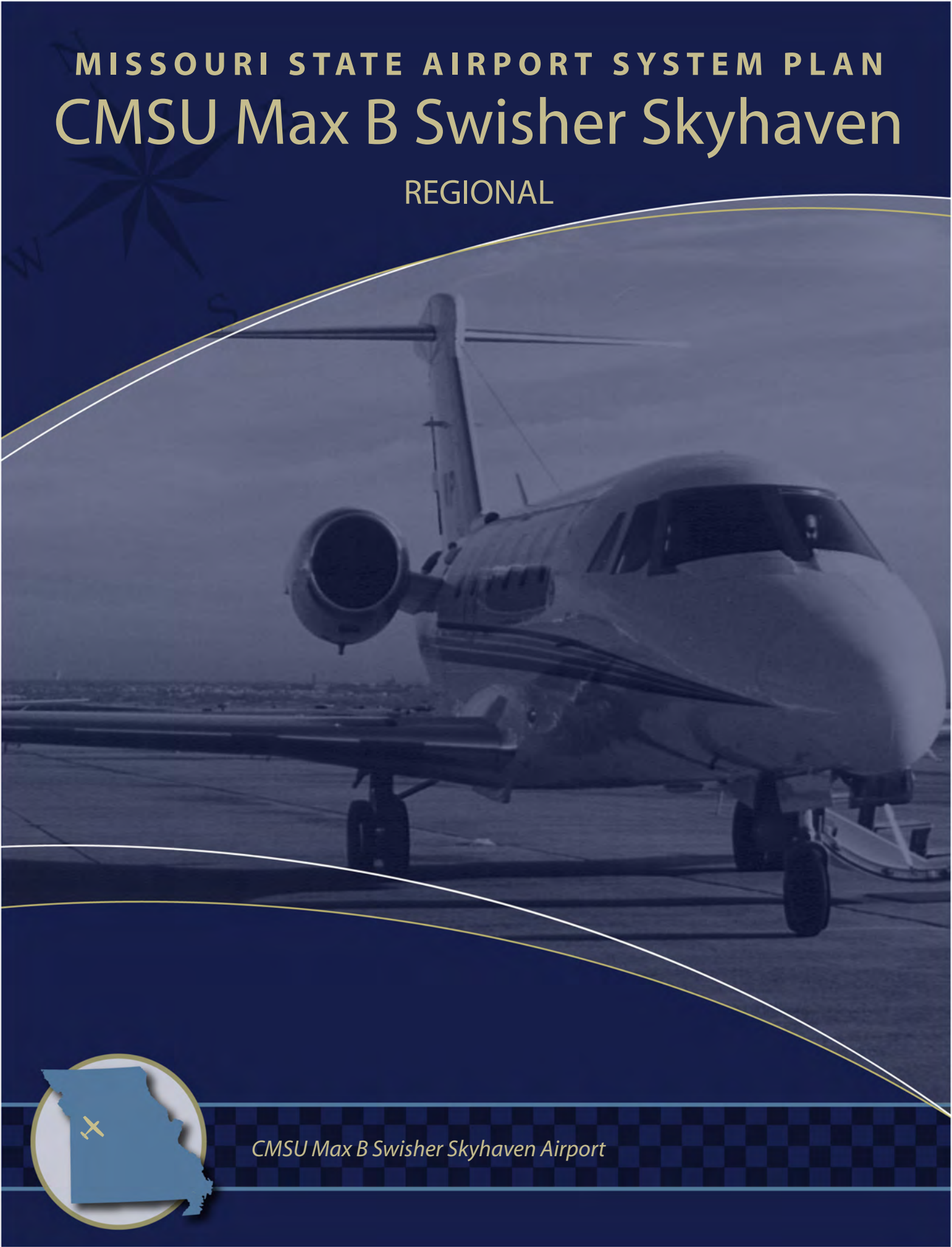
Forecasts developed for Clinton Memorial Airport indicate that annual aircraft operations will increase from 13,950 to 21,900 through 2022. Eight additional aircraft are projected to be added to the 47 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for CMSU Max B Swisher Skyhaven Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install AWOS	\$187,500
Apron Pavement Maintenance	\$155,800
Taxiway Pavement Maintenance	\$23,000
Relocate REIL’s	\$58,800*
Rehabilitate Airport Beacon	\$43,800*
Relocate Terminal Building	\$1,000,000
Perimeter Fencing	\$366,000
Auto Parking Improvements - Phase I	\$211,000
Relocate/Reconstruct Clear Span Hangar	\$200,000
Construct T-Hangars	\$750,000
Relocate/Construct New Taxiway 18-36	\$1,250,000
Land Acquisition for Runway Extension (120 Acres)	\$5,000,000
Extend/Widen/Overlay Runway 18-36 (5,000’ x 75’)	\$1,279,300
Slurry Seal Runway 13-31	\$232,400
Obstruction Removal	\$56,300
Land Acquisition for AWOS	\$150,000
Construct Hangar Access Taxiway	\$328,600*
Construct New Apron - Phase I	\$635,000
20-Year	
Conduct Environmental Assessment	\$50,000
Construct Apron - Phase II	\$200,000
Overlay Runway 13-31	\$260,600*
Expand/Widen Runway 18-36 (5,500’ x 100’)	\$1,777,600*
Construct Full Taxiway Parallel to Runway 13-31	\$1,062,400*
Total Development Costs	\$15,278,100
* Indicates the Airport’s current CIP projects.	



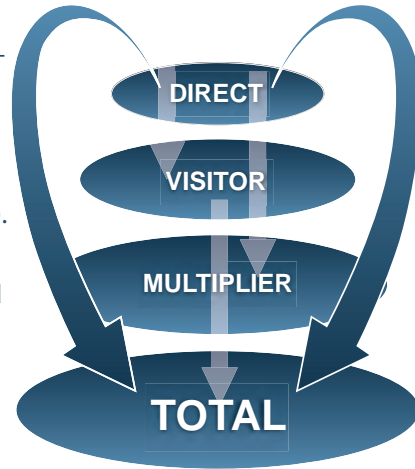
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



CMSU Max B Swisher Skyhaven Airport is located approximately 4.5 miles east of downtown Warrensburg in Johnson County. Highway access to the airport is provided by U.S. Highway 50.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



CMSU MAX B SWISHER SKYHAVEN AIRPORT TOTAL AVIATION IMPACTS

Employment	77 Jobs
Payroll	\$1.9 Million
Output	\$6.7 Million

When all economic impact measures are combined and analyzed, CMSU Max B Swisher Skyhaven Airport contributes 77 full-time jobs with earnings of \$1.9 Million. Total economic activity is estimated at \$6.7 Million. In addition to the quantified economic benefits, CMSU Max B Swisher Skyhaven Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as recreational uses, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,206'	5,000'	Extend 794'
Primary Runway Width	75'	75'	None
Taxiway Type	Full	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	REILs PAPIs	REILs VGSI (VASIs/PAPIs) Other	None
Weather	None	AWOS or ASOS	Install ASOS or AWOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	15 spaces	70% of based aircraft	Provide 25 additional Hangar Spaces
Aircraft Apron	49 spaces	30% of based aircraft plus an additional 50% for transient use	None
Terminal/Admin Building	2,800 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	110 spaces	1 space for each based aircraft plus 50% for employees/visitors	None
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Provide Avionics/ Aircraft Repair Services
Ground Transportation	None	Rental Cars Available	Provide Rental Cars
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of CMSU Max B Swisher Skyhaven Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. CMSU Max B Swisher Skyhaven Airport has two runways; Runway 18/36 is 4,206 feet long and Runway 13/31 is 2,800 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	60,000	62,300	64,600	69,200
Itinerant	8,360	8,700	9,000	9,600
Total	68,360	71,000	73,600	78,800
Based Aircraft				
Single-Engine	40	41	42	45
Multi-Engine	5	5	6	6
Jet	0	1	2	3
Helicopter	0	0	0	0
Gliders	3	3	3	4
Ultralight	0	0	0	0
Total	48	50	53	58

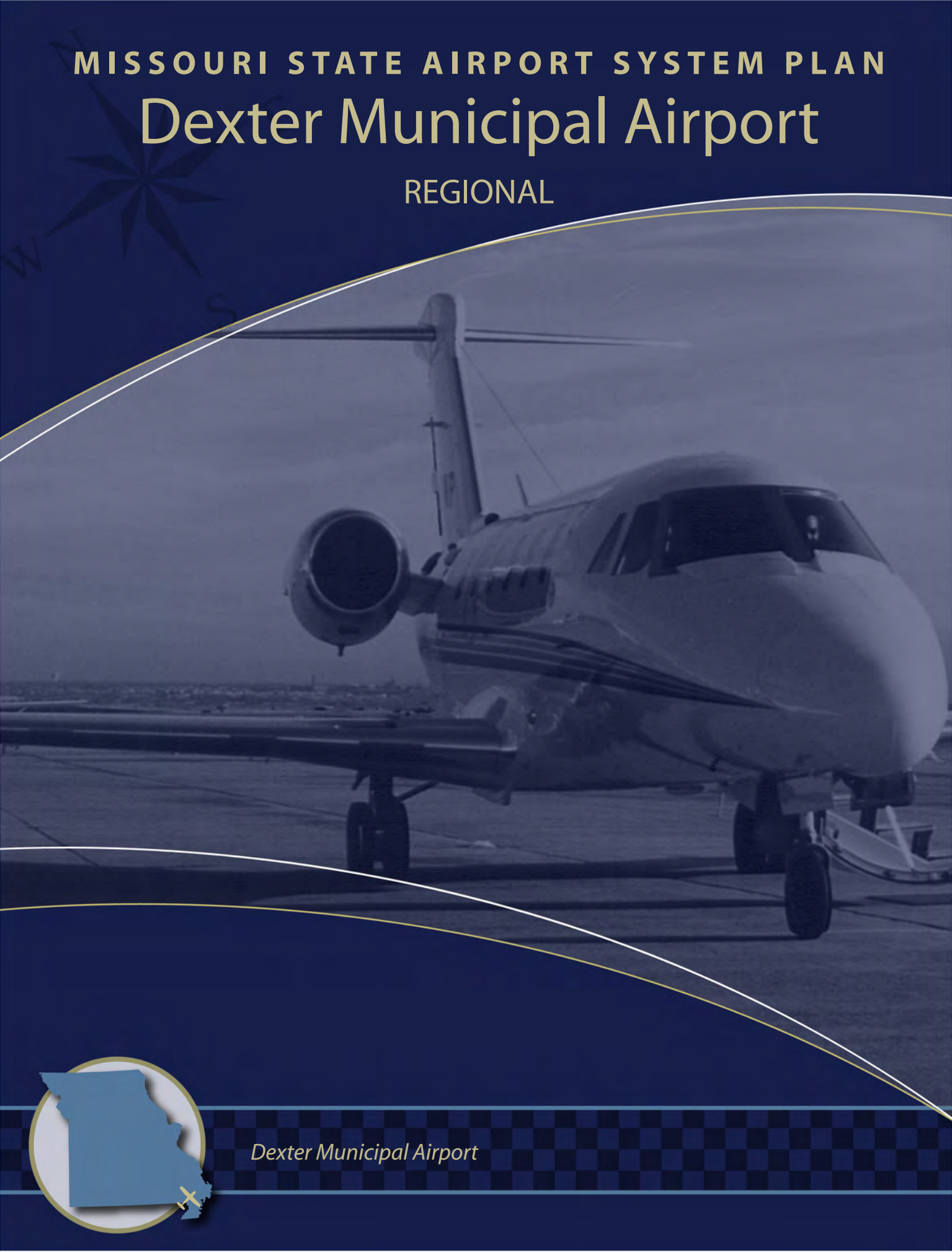
Forecasts developed for CMSU Max B Swisher Skyhaven Airport indicate that annual aircraft operations will increase from 68,360 to 78,800 through 2022. Ten additional aircraft are projected to be added to the 48 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Dexter Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Extend Runway 18-36 to 5,000’	\$800,000
Extend Taxiway to 5,000’	\$182,100
Install AWOS	\$187,500
Slurry Seal Parallel/Connecting Taxiway	\$272,900
Slurry Seal Runway 18-36 & Remark	\$150,000
Improve Airport Drainage	\$62,500*
FAA 405 Survey	\$18,800
Hangar Access Taxiway Improvements	\$187,500*
Expand Apron	\$250,000*
Airport Layout Plan Update	\$31,300*
20-Year	
Rehab/Mark Runway 18-36	\$948,200
Rehab/Mark Parallel Taxiway 18-36	\$403,300
Total Development Costs	\$3,494,100
* Indicates the Airport’s current CIP projects.	



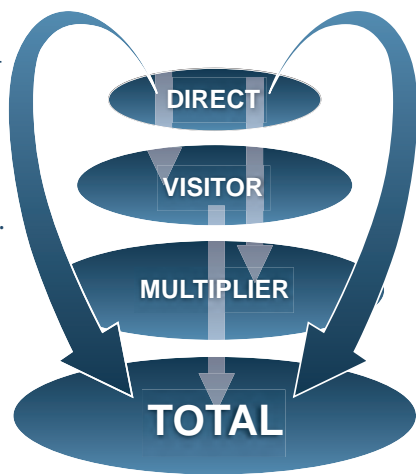
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



Dexter Municipal Airport is located approximately 2 miles southeast of downtown Dexter in Stoddard County. Highway access to the airport is provided by State Highway 114 and County Road 717.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



DEXTER MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS

Employment 21 Jobs

Payroll \$519,900

Output \$1.2 Million

When all economic impact measures are combined and analyzed, Dexter Municipal Airport contributes 21 full-time jobs with earnings of \$519,900. Total economic activity is estimated at \$1.2 million. In addition to the quantified economic benefits, Dexter Municipal Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, business development, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,500'	5,000'	Extend RWY 500'
Primary Runway Width	100'	75'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon Lighted Wind Cone/ Segmented Circle REILs VASIs	Rotating Beacon Lighted Wind Cone/ Segmented Circle REILs VGSI (VASIs/PAPIs) Other	None None None Replace VASIs with PAPIs
Weather	None	AWOS or ASOS	Install AWOS or ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	24 spaces	70% of based aircraft	None
Aircraft Apron	25 spaces	30% of based aircraft plus an additional 50% for transient use	None
Terminal/Admin Building	None	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 2,500 square foot terminal building
Auto Parking	10 spaces	1 space for each based aircraft plus 50% for employees/visitors	37 spaces needed
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	None
Ground Transportation	None	Rental Cars Available	Have Rental Car/Courtesy Car Available
Ground Communications	None	Public Phone and GCO	Install Phone and GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of Dexter Municipal Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Dexter Municipal Airport has one runway, Runway 18/36, that is 4,500 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,759	1,800	1,900	2,000
Itinerant	3,155	3,300	3,400	3,700
Total	4,914	5,100	5,300	5,700
Based Aircraft				
Single-Engine	20	21	22	24
Multi-Engine	2	2	2	2
Jet	0	0	0	0
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	3	3	3	4
Total	26	27	29	31

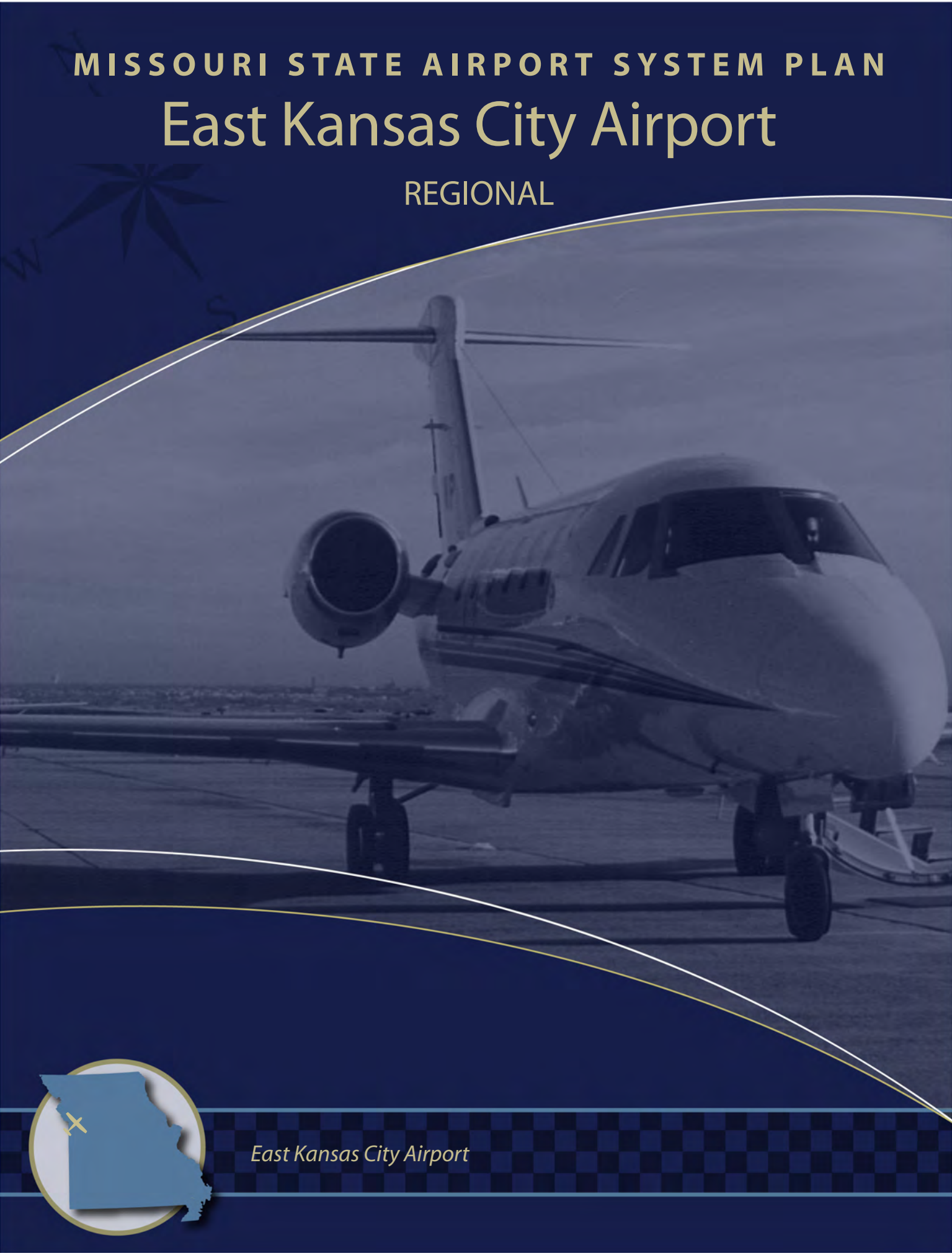
Forecasts developed for Dexter Municipal Airport indicate that annual aircraft operations will increase from 4,914 to 5,700 through 2022. Five additional aircraft are projected to be added to the 26 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for East Kansas City Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Seal/Mark Pavements	\$400,300
Obstruction Survey	\$18,800
Obstruction Removal	\$75,000
20-Year	
Overlay/Mark Runway 9-27	\$469,700
Widen Runway 9-27 to 60’	\$611,000
Total Development Costs	\$1,574,800
* Indicates the Airport’s current CIP projects.	



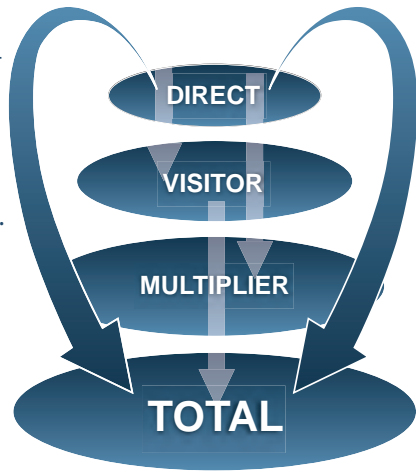
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



East Kansas City Airport is located approximately one half mile west of downtown Grain Valley in Jackson County. Highway access to the airport is provided by County Road 20, State Route AA, U.S. Highway 40, and Interstate 70.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



EAST KANSAS CITY AIRPORT TOTAL AVIATION IMPACTS	
Employment	21 Jobs
Payroll	\$270,800
Output	\$1.2 Million

When all economic impact measures are combined and analyzed, East Kansas City Airport contributes 21 full-time jobs with earnings of \$270,800. Total economic activity is estimated at \$1.2 Million. In addition to the quantified economic benefits, East Kansas City Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-I	B-II	Upgrade ARC design standards
Primary Runway Length	4,507'	5,000'	Extend RWY 493'
Primary Runway Width	44'	75'	Widen RWY 31'
Taxiway Type	None	Full Parallel	Construct full parallel TXY
Approach	Visual	Non-Precision	Develop Non-Precision approach
Lighting	MIRL	MIRL/MITL or Reflectors	Install MITL or reflectors on TXY when constructed
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone	Lighted Wind Cone/Segmented Circle	Install segmented circle
	REIL	REILs	Install REIL on RWY 27
	VASIs	VGSI (VASIs/wPAPIs) Other	Replace VASIs with PAPIs
Weather	None	AWOS or ASOS	Install AWOS or ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	128 spaces	70% of based aircraft	None
Aircraft Apron	31 spaces	30% of based aircraft plus an additional 50% for transient use	75 additional spaces needed
Terminal/Admin Building	5,000 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	10 spaces	1 space for each based aircraft plus 50% for employees/visitors	188 spaces needed
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Provide Maintenance/Avionics
Ground Transportation	Rental Cars Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of East Kansas City Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. East Kansas City Airport has two runways, Runway 09/27 and Runway 05/23, that are 4,507 and 2,206 feet long, respectively. Runway 09/27 is the primary runway.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	21,499	23,000	24,800	28,000
Itinerant	3,501	3,800	4,000	4,600
Total	25,000	26,900	28,800	32,600
Based Aircraft				
Single-Engine	105	105	106	109
Multi-Engine	15	15	16	17
Jet	0	2	4	7
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	120	122	126	132

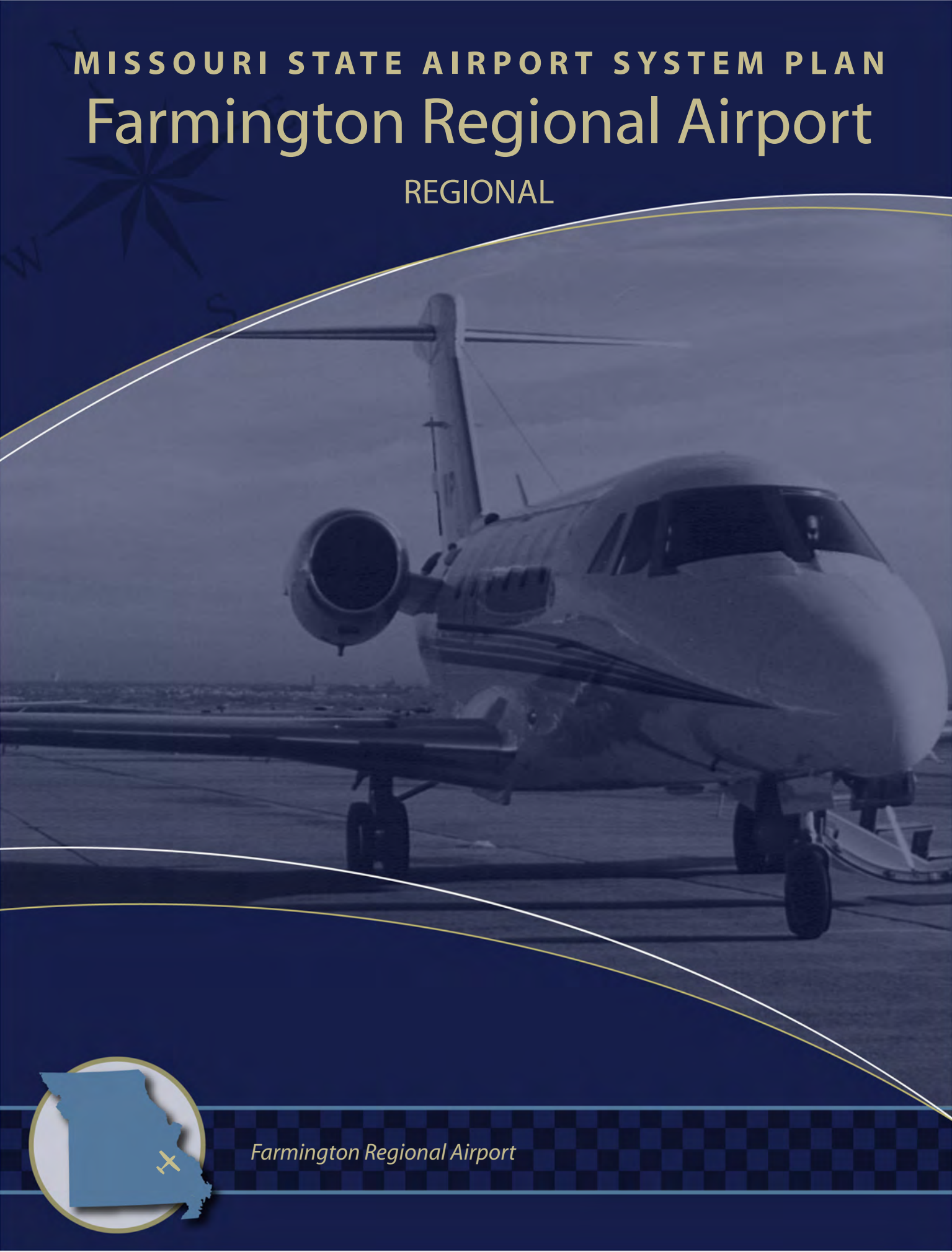
Forecasts developed for East Kansas City Airport indicate that annual aircraft operations will increase from 25,000 to 32,600 through 2022. Twelve additional aircraft are projected to be added to the 120 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Farmington Regional Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct T-Hangar Taxiway	\$400,000*
Demolition of Terminal Building	\$400,000*
Land Acquisition for Runway Extension (50 Acres)	\$625,000
Land Acquisition for Parallel Taxiway	\$200,000*
Design Apron	\$30,000*
Construct Apron	\$800,000*
Conduct Environmental Assessment	\$50,000
Construct Partial Parallel Taxiway	\$1,000,000*
Remove Obstructions	\$100,000
Construct Hangars	\$400,000
Terminal Building	\$500,000
Fuel Facility	\$250,000
Relocate Beacon	\$50,000
Update Airport Master Plan	\$45,000*
Design Taxiway Relocation	\$140,000*
Extend/Widen Runway 2-20 to 5,000’ x 75’	\$1,300,000
Construct Partial Parallel Taxiway	\$1,700,000
20-Year	
Expand Runway to 5,500’ x 100’	\$1,213,300*
Construct Access Taxiway	\$359,000
Extend Parallel Taxiway to 5,000’	\$660,000
Total Development Costs	\$10,222,300
* Indicates the Airport’s current CIP projects.	



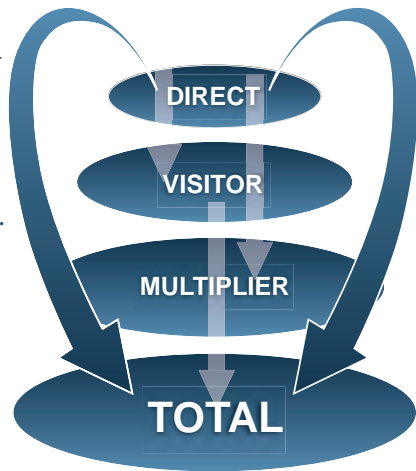
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



Farmington Regional Airport is located approximately 2 miles south of downtown Farmington in St. Francois County. Highway access to the airport is provided by Perrine Road, State Road W, and U.S. Highway 67.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



FARMINGTON REGIONAL AIRPORT TOTAL AVIATION IMPACTS

Employment	14 Jobs
Payroll	\$346,100
Output	\$973,800

When all economic impact measures are combined and analyzed, Farmington Regional Airport contributes 14 full-time jobs with earnings of \$346,100. Total economic activity is estimated at \$973,800. In addition to the quantified economic benefits, Farmington Regional Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, business development, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airsides Facilities			
Airport Reference Code	B-I	B-II	Upgrade ARC design standards
Primary Runway Length	4,225'	5,000'	Extend RWY 775'
Primary Runway Width	60'	75'	Widen RWY 15'
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon Lighted Wind Cone REILs PAPIs	Rotating Beacon Lighted Wind Cone/ Segmented Circle REILs VGSIs (VASIs/PAPIs) Other	None Install segmented circle None None
Weather	AWOS	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	35 spaces	70% of based aircraft	None
Aircraft Apron	None	30% of based aircraft plus an additional 50% for transient use	32 spaces needed
Terminal/Admin Building	None	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 2,500 square foot terminal building
Auto Parking	None	1 space for each based aircraft plus 50% for employees/visitors	60 spaces needed
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Full Service	Provide Maintenance/Avionics
Ground Transportation	Rental Cars Available	Rental Cars Available	None
Ground Communications	GCO	Public Phone and GCO	Install Phone

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of Farmington Regional Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Farmington Regional Airport has one runway, Runway 02/20, that is 4,225 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,100	2,300	2,400	2,700
Itinerant	10,900	11,700	12,600	14,300
Total	13,000	14,000	15,000	17,000
Based Aircraft				
Single-Engine	30	32	35	39
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	31	33	36	40

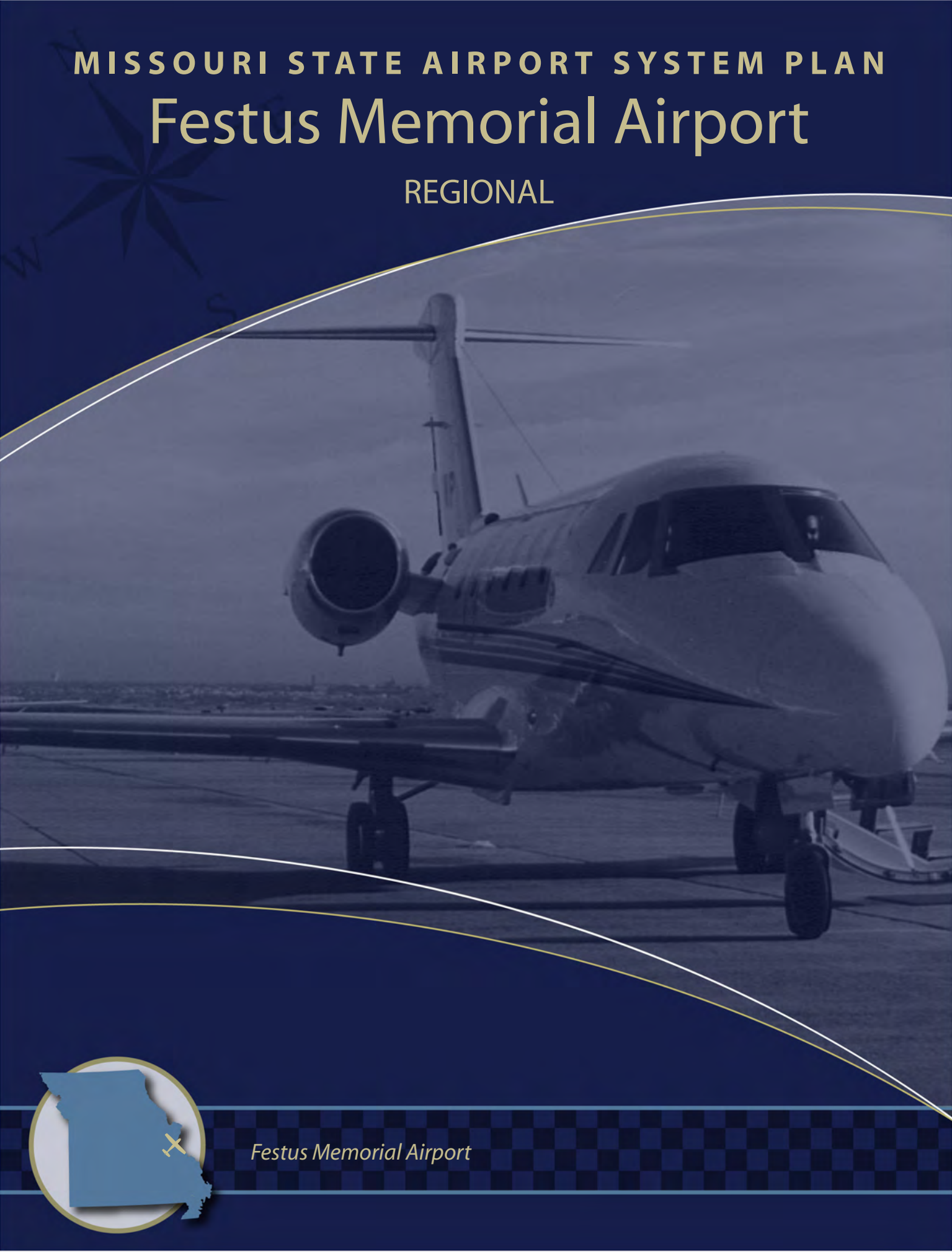
Forecasts developed for Farmington Regional Airport indicate that annual aircraft operations will increase from 13,000 to 17,000 through 2022. Nine additional aircraft are projected to be added to the 31 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Festus Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Runway Pavement Maintenance	\$502,800
Obstruction Removal	\$50,000
Conduct Environmental Assessment	\$50,000
Land Acquisition	\$1,000,000
Apron Pavement Maintenance	\$162,000
T-Hangar Pavement Maintenance	\$175,600
20-Year	
Install MIRL's	\$102,200
Install Threshold Lights	\$11,400
Install PAPI-4L-Both Ends	\$107,900
Install REIL's -Both Ends	\$55,000
Install Reflectors-Taxiway	\$3,000
Construct Runway 18-36 (4,000' x 75')	\$3,500,000
Construct Parallel Taxiway (4,000' x 35')	\$1,100,000
Total Development Costs	\$6,819,900
* Indicates the Airport's current CIP projects.	



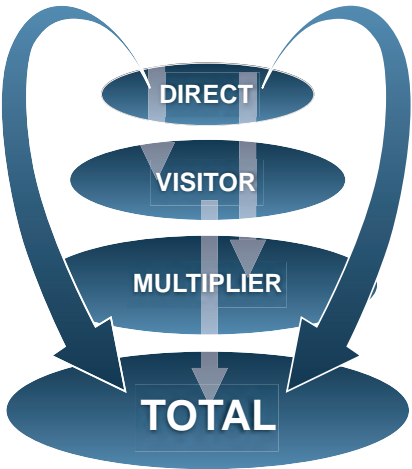
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Festus Memorial Airport is located approximately 2 miles south of downtown Festus in Jefferson County. Highway access to the airport is provided by Interstate 55 and U.S. Highway 61.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



FESTUS MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	41 Jobs
Payroll	\$827,300
Output	\$3.2 Million

When all economic impact measures are combined and analyzed, Festus Memorial Airport contributes 41 full-time jobs with earnings of \$827,300. Total economic activity is estimated at \$3.2 Million. In addition to the quantified economic benefits, Festus Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	2,202'	5,000'	Extend 2,795'
Primary Runway Width	49'	75'	Widen 26'
Taxiway Type	Turnarounds	Full Parallel	Construct Full Parallel
Approach	Visual	Non-Precision	Develop Non-Precision
Lighting	MIRL/NP	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone	Lighted Wind Cone/Segmented Circle	Install Segmented Circle
	REIL	REILs	None
	VASIs	VGSI (VASIs/PAPIs)	Upgrade VASIs to PAPIs
		Other	
Weather	None	AWOS or ASOS	Install ASOS or AWOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	24 spaces	70% of based aircraft	Provide 12 additional Hangar Spaces
Aircraft Apron	0 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 42 Apron Spaces
Terminal/Admin Building	2,000 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 500 square feet
Auto Parking	20 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 58 additional Auto Spaces
Fuel	AvGas	AvGas and Jet A	Install Jet A
FBO	Full Service	Full Service	None
Maintenance	Full Service	Full Service	None
Ground Transportation	Rental Car	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Festus Memorial Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Festus Memorial Airport has one runway, Runway 18/36, that is 2,202 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	3,280	3,500	3,800	4,300
Itinerant	6,220	6,700	7,100	8,100
Total	9,500	10,200	10,900	12,400
Based Aircraft				
Single-Engine	35	38	40	46
Multi-Engine	5	5	6	7
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	40	43	46	53

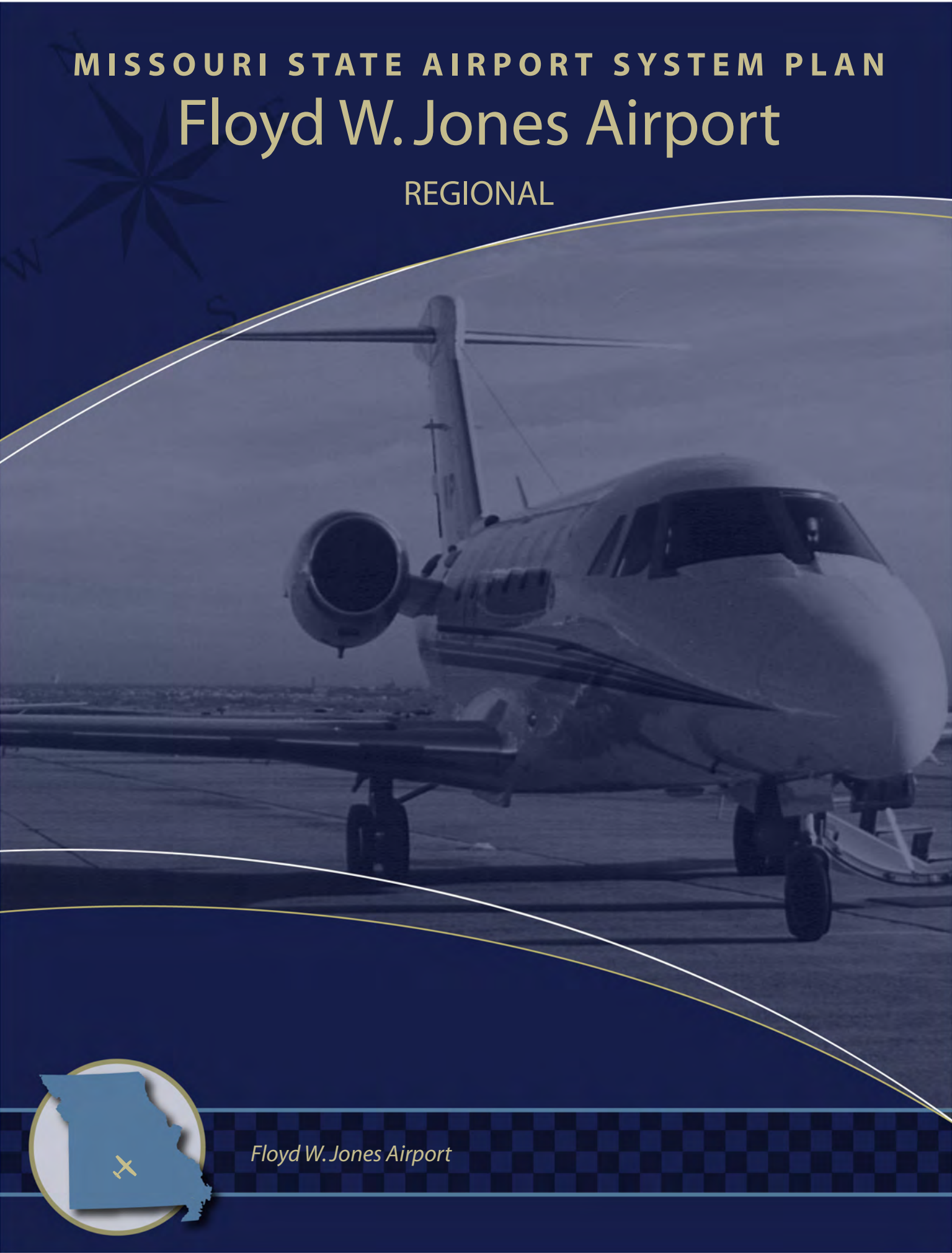
Forecasts developed for Festus Memorial Airport indicate that annual aircraft operations will increase from 9,500 to 12,400 through 2022. Thirteen additional aircraft are projected to be added to the 40 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Floyd W. Jones Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Taxiway Hold and Directional Signs	\$68,300*
Construct Full Parallel Taxiway	\$905,600
Apron Pavement Maintenance	\$72,300
Runway 18-36 Pavement Maintenance	\$112,000
Conduct Environmental Assessment	\$50,000
Install Perimeter Fencing	\$230,400
Construct 10 Unit T-Hangar	\$400,000*
Install Jet-A-Fuel Tank	\$66,800*
20-Year	
Construct 10 Unit T-hangar	\$400,000*
Grade/Pave Hangar Taxilanes	\$375,000*
Land Acquisition for Runway Extension (40 Acres)	\$375,000*
Install Medium Approach Light System	\$312,500*
Construct 5,500 x 100’ Runway 18-36	\$6,653,900*
Total Development Costs	\$10,021,800
* Indicates the Airport’s current CIP projects.	



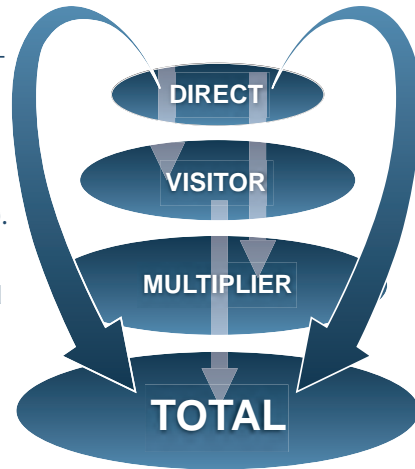
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Floyd W. Jones Airport is located approximately 2 miles south-southeast of downtown Lebanon in Laclede County. Highway access to the airport is provided by Interstate 44 and State Highway 5.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



FLOYD W. JONES AIRPORT TOTAL AVIATION IMPACTS	
Employment	24 Jobs
Payroll	\$570,900
Output	\$1.6 Million

When all economic impact measures are combined and analyzed, Floyd W. Jones Airport contributes 24 full-time jobs with earnings of \$570,900. Total economic activity is estimated at \$1.6 Million. In addition to the quantified economic benefits, Floyd W. Jones Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, just-in-time shipping, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	5,000'	5,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	Full	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon Lighted Wind Cone	Rotating Beacon Lighted Wind Cone/ Segmented Circle	None Install Segmented Circle
	None	REILs	Install REILs
	VASIs	VGSI (VASIs/PAPIs) Other	Upgrade VASIs to PAPIs
Weather	AWOS-3	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	34 spaces	70% of based aircraft	Provide 8 additional Hangar Spaces
Aircraft Apron	34 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 14 additional Apron Spaces
Terminal/Admin Building	1,800 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 700 additional square feet
Auto Parking	15 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 75 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Provide Avionics/ Aircraft Repair Services
Ground Transportation	Rental Cars Available	Rental Cars Available	None
Ground Communications	Public Phone/ GCO	Public Phone and GCO	None

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Floyd W. Jones Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Floyd W. Jones Airport has one runway, Runway 18/36, that is 5,000 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	6,810	7,900	8,900	10,900
Itinerant	13,990	16,100	18,200	22,500
Total	20,800	24,000	27,100	33,400
Based Aircraft				
Single-Engine	35	38	40	46
Multi-Engine	7	8	8	9
Jet	4	4	5	5
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	46	50	53	60

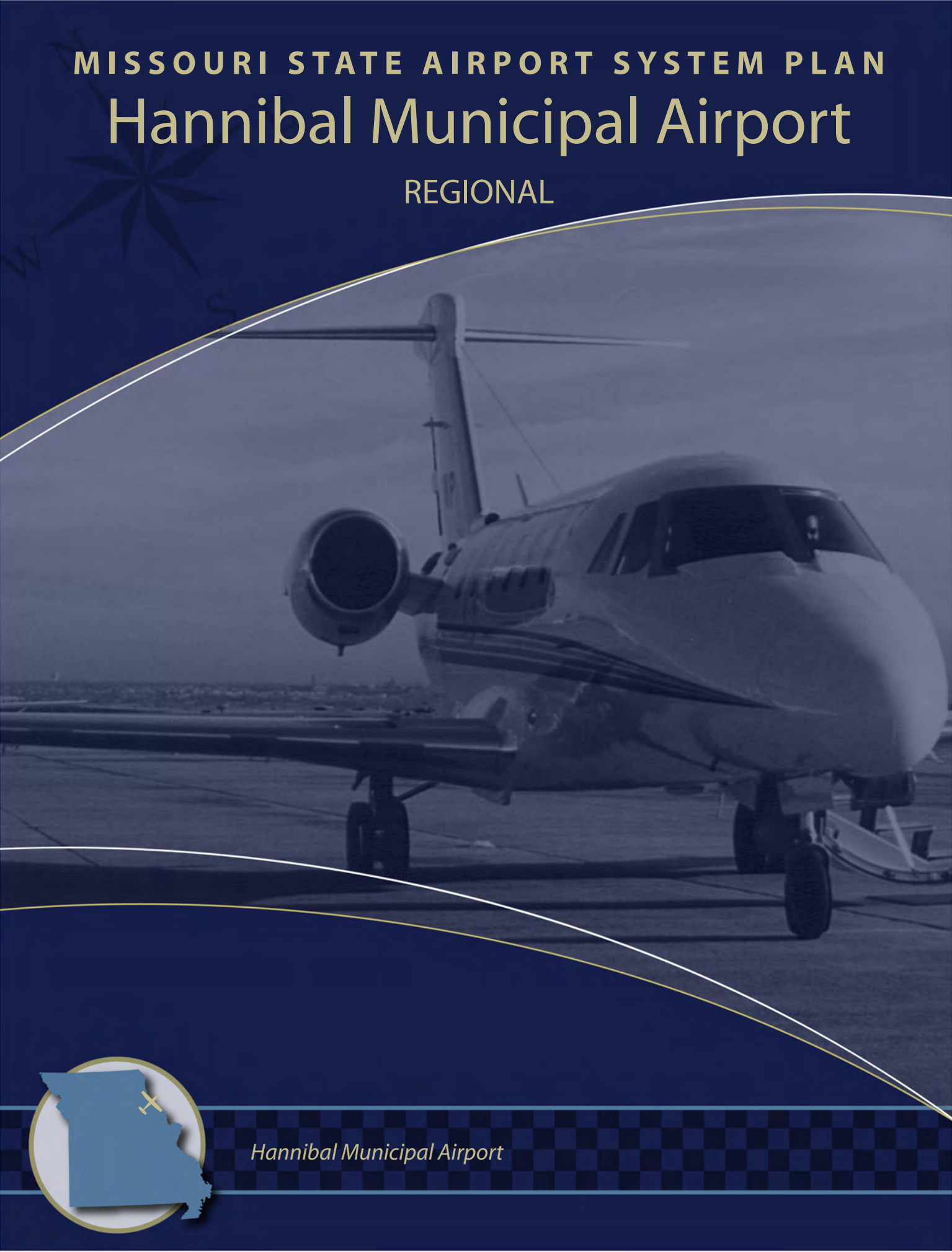
Forecasts developed for Floyd W. Jones Airport indicate that annual aircraft operations will increase from 20,800 to 33,400 through 2022. Fourteen additional aircraft are projected to be added to the 46 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Hannibal Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct Hangar Access Taxiway	\$315,200*
Extend Runway 17-35 to 5,000’	\$800,000
Extend Taxiway to 5,000’	\$300,000
Relocate REIL’s	\$58,800
Construct Terminal Building	\$225,000*
Install Fuel Facility	\$100,000*
FAA 405 Survey	\$18,800
20-Year	
Land Purchase for Extension to 5,500’ (50 Acres)	\$312,500*
Conduct Environmental Assessment	\$50,000*
Extend Runway 17-35 to 5,500’ x 100’	\$442,500*
Total Development Costs	\$1,632,000
* Indicates the Airport’s current CIP projects.	



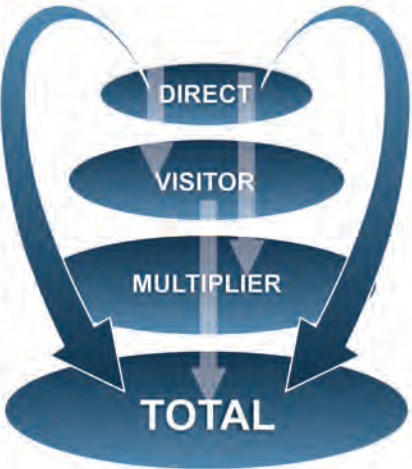


Hannibal Municipal Airport is located approximately 5 miles west of downtown Hannibal in Marion County. Highway access to the airport is provided by County Road 425 and U.S. Highways 36 and 61.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



HANNIBAL MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	15 Jobs
Payroll	\$366,400
Output	\$3.5 Million

When all economic impact measures are combined and analyzed, Hannibal Municipal Airport contributes 15 full-time jobs with earnings of \$366,400. Total economic activity is estimated at \$3.5 Million. In addition to the quantified economic benefits, Hannibal Municipal Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as business development and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,400'	5,000'	Extend RWY 600'
Primary Runway Width	100'	75'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	REILs	REILs	None
	PAPIs	VGSI (VASIs/PAPIs) Other	None
Weather	None	AWOS or ASOS	Install AWOS or ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	19 spaces	70% of based aircraft	None
Aircraft Apron	21 spaces	30% of based aircraft plus an additional 50% for transient use	None
Terminal/Admin Building	600 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 1,900 additional square feet
Auto Parking	60 spaces	1 space for each based aircraft plus 50% for employees/visitors	None
Fuel	AvGas	AvGas and Jet A	Provide Jet A
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	None
Ground Transportation	Rental Cars Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Hannibal Municipal Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Hannibal Municipal Airport has one runway, Runway 17/35, that is 4,400 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,000	1,000	1,100	1,100
Itinerant	3,700	3,900	4,000	4,300
Total	4,700	4,900	5,100	5,400
Based Aircraft				
Single-Engine	20	21	21	22
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	21	22	22	23

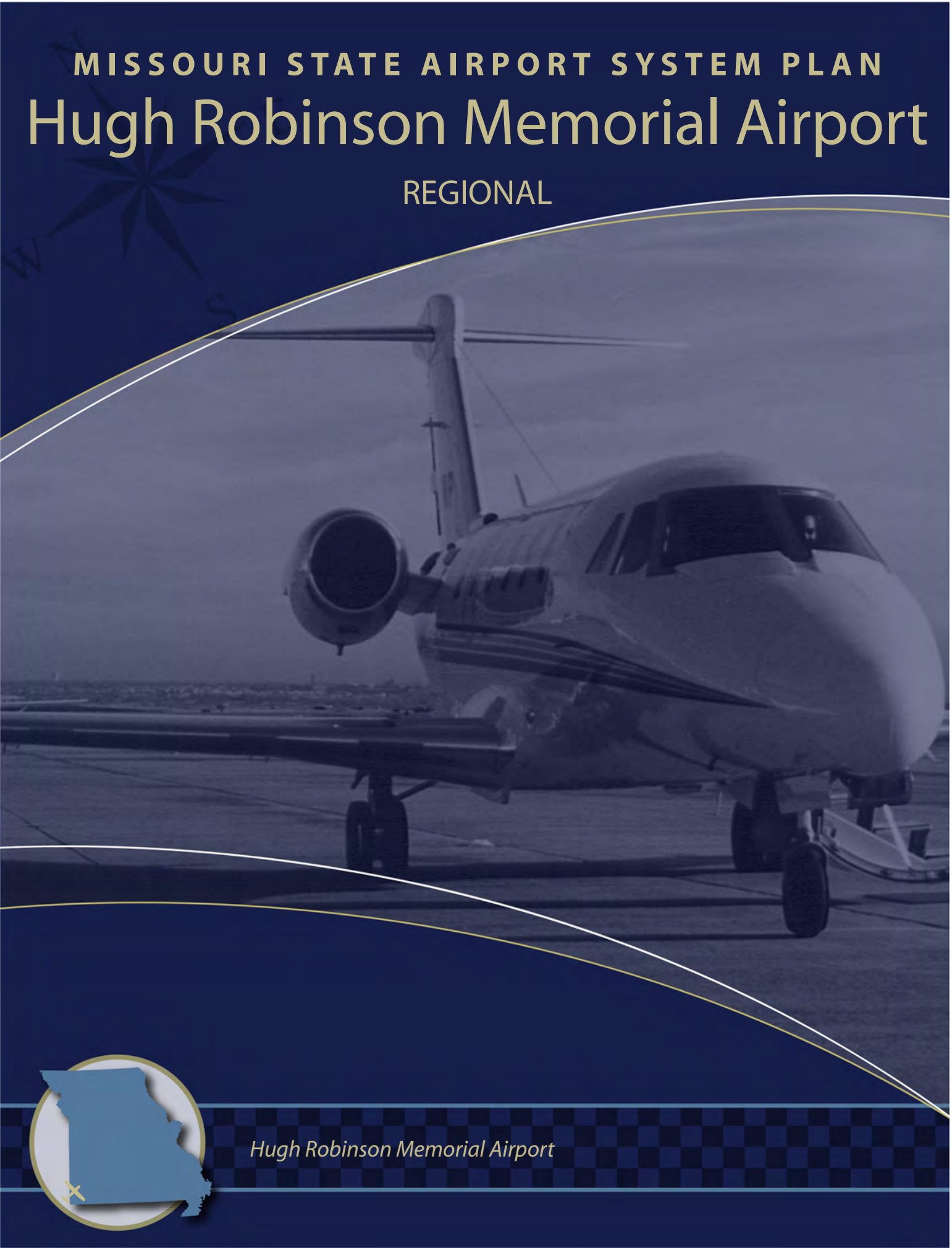
Forecasts developed for Hannibal Municipal Airport indicate that annual aircraft operations will increase from 4,700 to 5,400 through 2022. Two additional aircraft are projected to be added to the 21 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Hugh Robinson Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install AWOS	\$187,500
Runway 01-19 Pavement Maintenance	\$167,200
T-Hangar Pavement Maintenance	\$102,600
Remove Obstructions Runway 19	\$158,000
Rehab & Strengthen Runway 1-19 Parallel Taxiway	\$1,696,200
Install Perimeter Fencing	\$200,000
FAA 405 Survey	\$18,800
Construct T-Hangar Taxiway	\$468,500*
Expand Apron	\$500,000*
Construct New Terminal	\$562,500*
Construct New Hangar	\$137,500*
20-Year	
Rehab/Mark Portion of Apron (450’ x 150’)	\$324,400
Purchase Easement for New Crosswind Runway (10 AC)	\$18,800*
Extend Runway 1-19 to (5,500’ x 100’)	\$509,400*
Construct Crosswind Runway and Taxiway	\$1,000,000*
Acquire Land for Development	\$37,500*
Extend Parallel Taxiway 1-19	\$251,400*
Total Development Costs	\$6,340,300
* Indicates the Airport’s current CIP projects.	



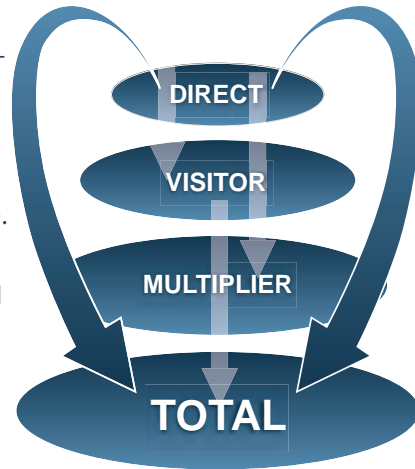
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Hugh Robinson Memorial Airport is located approximately 5 miles south of downtown Neosho in Newton County. Highway access to the airport is provided by U.S.Highways 60 and 71.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



HUGH ROBINSON MEMORIAL AIRPORT TOTAL AVIATION IMPACTS

Employment	17 Jobs
Payroll	\$411,600
Output	\$1.3 Million

When all economic impact measures are combined and analyzed, Hugh Robinson Memorial Airport contributes 17 full-time jobs with earnings of \$411,600. Total economic activity is estimated at \$1.3 Million. In addition to the quantified economic benefits, Hugh Robinson Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-III	B-II	None
Primary Runway Length	5,001'	5,000'	None
Primary Runway Width	100'	75'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/MITL	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	REILs	REILs	None
	PAPIs	VGSI (VASIs/PAPIs) Other	None
Weather	None	AWOS or ASOS	Install AWOS or ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	26 spaces	70% of based aircraft	None
Aircraft Apron	25 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 5 additional Apron Spaces
Terminal/Admin Building	700 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 1,800 square feet
Auto Parking	40 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 17 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Full Service	Provide Avionics/ Aircraft Repair Services
Ground Transportation	None	Rental Cars Available	Provide Rental Cars
Ground Communications	Public Phone/ GCO	Public Phone and GCO	None

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Hugh Robinson Memorial Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Hugh Robinson Memorial Airport has one runway, Runway 01/19, that is 5,001 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,158	1,200	1,200	1,300
Itinerant	1,467	1,500	1,600	1,700
Total	2,625	2,700	2,800	3,000
Based Aircraft				
Single-Engine	25	28	30	35
Multi-Engine	1	1	1	1
Jet	1	1	1	1
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	27	30	32	37

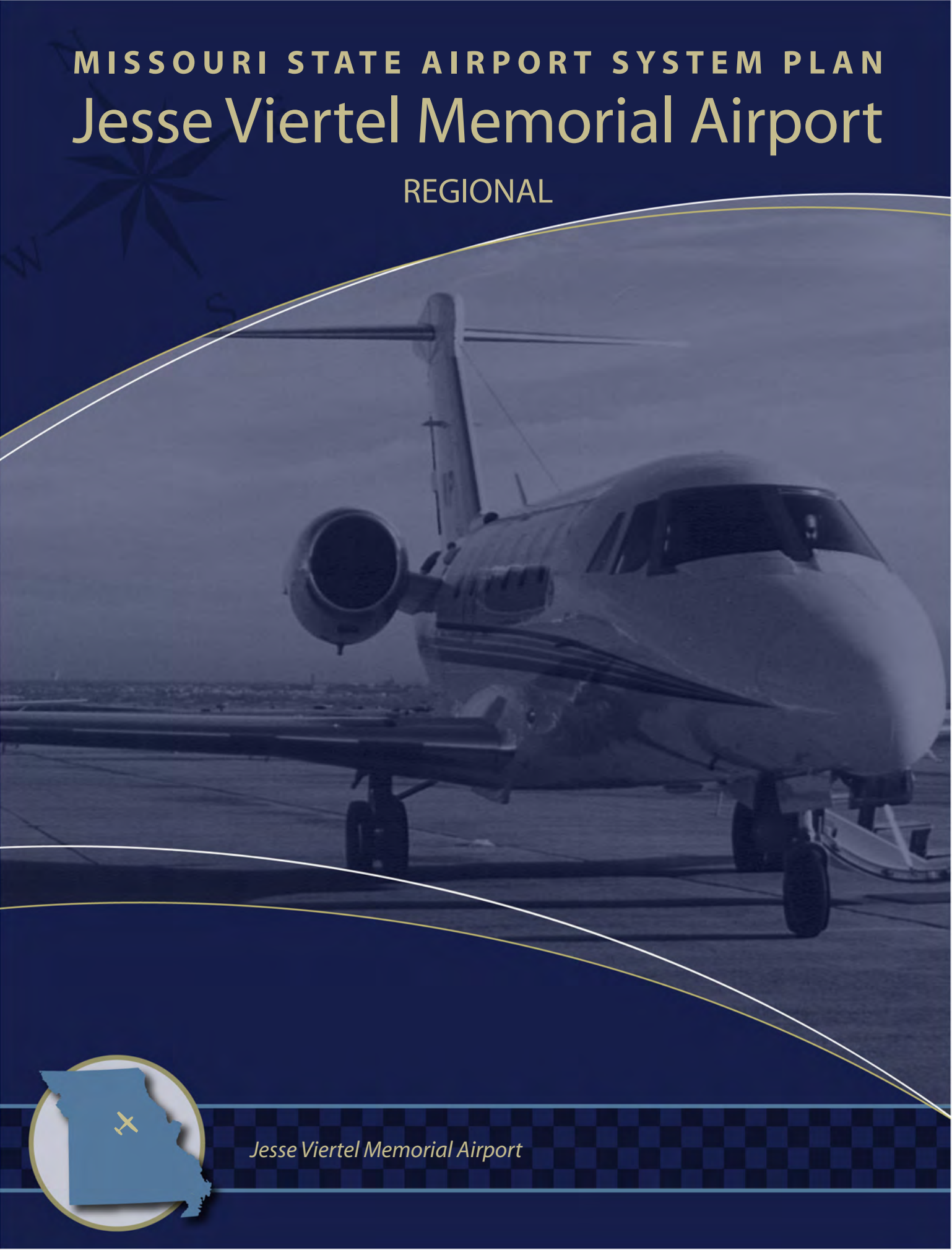
Forecasts developed for Hugh Robinson Memorial Airport indicate that annual aircraft operations will increase from 2,625 to 3,000 through 2022. Ten additional aircraft are projected to be added to the 27 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Jesse Viertel Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Construct Hangar Access Taxiway	\$359,000*
Construction of New Airport Terminal Building	\$625,000*
Update Master Plan/Airport Layout Plan	\$100,000*
Construction Connecting Taxiways	\$1,018,800*
Rehab Exist T-Hangar Pavement/Install Underdrains	\$150,000
Construct Parallel Taxiway (1,200')	\$819,400
Install AWOS	\$187,500
Seal/Mark Runway 18-36	\$369,300
Extend Runway 18-36 to 5,000'	\$464,200
Conduct Environmental Assessment	\$50,000
Acquire Land for Crosswind Runway (75 AC)	\$468,800*
FAA 405 Survey	\$18,800
20-Year	
Install Runway 13-31 PAPI-4L	\$107,900*
Install MITL/Reflectors	\$84,400
Construct Crosswind Runway 13-31 (3,000'x 60')	\$1,302,100*
Overlay/Mark Runway 18-36	\$716,600
Construct Runway 13-31 Partial Parallel Taxiway	\$379,200*
Total Development Costs	\$7,221,000
* Indicates the Airport's current CIP projects.	



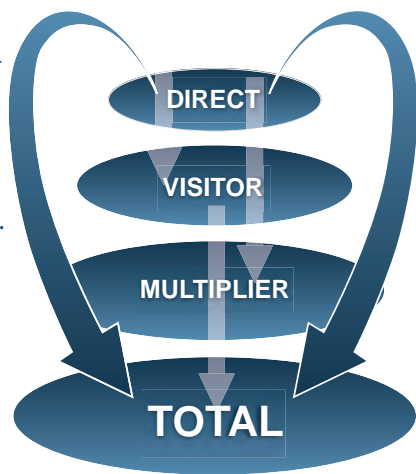
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



Jesse Viertel Memorial Airport is located approximately 4 miles southeast of downtown Boonville in Cooper County. Highway access to the airport is provided by State Highway 87 and Interstate 70.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



JESSE VIERTEL MEMORIAL AIRPORT TOTAL AVIATION IMPACTS

Employment 15 Jobs

Payroll \$318,400

Output \$2.8 Million

When all economic impact measures are combined and analyzed, Jesse Viertel Memorial Airport contributes 15 full-time jobs with earnings of \$318,400. Total economic activity is estimated at \$2.8 million. In addition to the quantified economic benefits, Jesse Viertel Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as experimental aircraft, agricultural spraying, and law enforcement activity.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,000'	5,000'	Extend RWY 1,000'
Primary Runway Width	75'	75'	None
Taxiway Type	Partial Parallel	Full Parallel	Extend TXY
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	Install MITL or Reflectors
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	REILs	REILs	None
	PAPIs	VGSI (VASIs/PAPIs) Other	None
Weather	None	AWOS or ASOS	Install AWOS or ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	31 spaces	70% of based aircraft	1 additional space needed
Aircraft Apron	27 spaces	30% of based aircraft plus an additional 50% for transient use	9 spaces needed
Terminal/Admin Building	900 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	1,600 additional square feet needed
Auto Parking	20 spaces	1 space for each based aircraft plus 50% for employees/visitors	48 spaces needed
Fuel	AvGas/Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	None
Ground Transportation	Rental Car Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of Jesse Viertel Memorial Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Jesse Viertel Memorial Airport has one runway, Runway 18/36, that is 4,000 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	6,065	6,800	7,500	8,800
Itinerant	7,275	8,100	8,900	10,600
Total	13,340	14,900	16,400	19,400
Based Aircraft				
Single-Engine	37	39	41	44
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	38	40	42	45

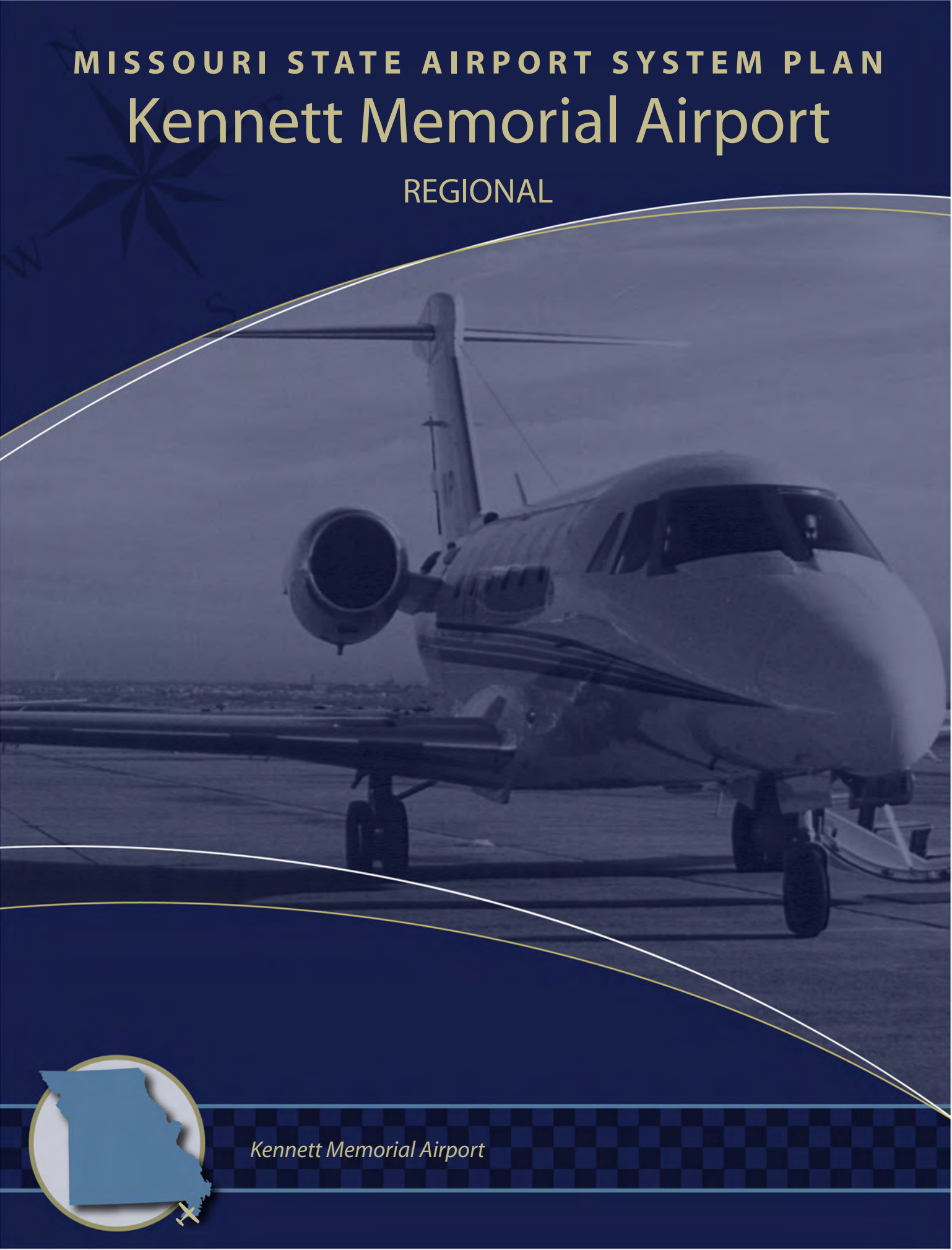
Forecasts developed for Jesse Viertel Memorial Airport indicate that annual aircraft operations will increase from 13,340 to 19,400 through 2022. Seven additional aircraft are projected to be added to the 38 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Kennett Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install AWOS	\$187,500
Apron Pavement Maintenance	\$27,900
Runway Pavement Maintenance	\$63,200
Install Jet-A-Fuel Tank	\$93,800*
Airport Administration Building	\$350,000*
Taxiway Pavement Maintenance	\$21,100
T-Hangar Pavement Maintenance	\$41,800
20-Year	
Expand Apron	\$627,800*
Construct Access Road	\$222,600*
Construct Hangars	\$400,000*
Runway 2-20 Connector Taxiway	\$50,000
Conduct Environmental Assessment	\$50,000
Total Development Costs	\$2,135,700
* Indicates the Airport’s current CIP projects.	



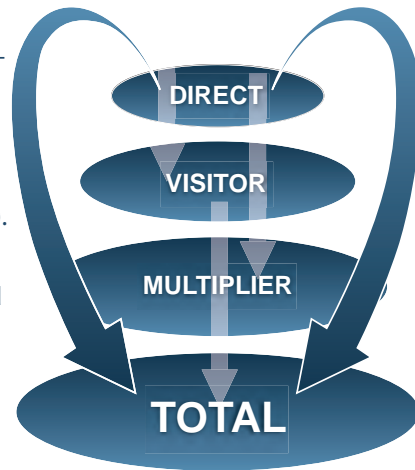
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Kennett Memorial Airport is located approximately 1 mile east of downtown Kennett in Dunklin County. Highway access to the airport is provided by U.S. Highway 412.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



KENNETT MEMORIAL AIRPORT TOTAL AVIATION IMPACTS

Employment 33 Jobs

Payroll \$745,700

Output \$3.3 Million

When all economic impact measures are combined and analyzed, Kennett Memorial Airport contributes 33 full-time jobs with earnings of \$745,700. Total economic activity is estimated at \$3.3 Million. In addition to the quantified economic benefits, Kennett Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, just-in-time shipping, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-II	B-II	Upgrade ARC
Primary Runway Length	5,000'	5,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	Full	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/NP	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone	Lighted Wind Cone/Segmented Circle	Install Segmented Circle
	REILs PAPIs	REILs VGSI (VASIs/PAPIs) Other	None None None
Weather	None	AWOS or ASOS	Install ASOS or AWOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	20 spaces	70% of based aircraft	None
Aircraft Apron	13 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 6 additional Apron Spaces
Terminal/Admin Building	1,050 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 1,500 square feet
Auto Parking	25 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 8 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	Provide Avionics Services
Ground Transportation	Courtesy&Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of Kennett Memorial Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Kennett Memorial Airport has one runway, Runway 18/36, that is 5,000 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,000	2,100	2,300	2,600
Itinerant	13,000	14,000	15,000	17,000
Total	15,000	16,100	17,300	19,600
Based Aircraft				
Single-Engine	17	17	18	19
Multi-Engine	3	3	3	3
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	20	20	21	22

Forecasts developed for Kennett Memorial Airport indicate that annual aircraft operations will increase from 15,000 to 19,600 through 2022. Two additional aircraft are projected to be added to the 20 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Lawrence Smith Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Conduct Environmental Assessment	\$75,000
Land Acquisition (265 AC)	\$5,300,000
Construct/Mark New Runway 17-35 (5,000’ x 100’)	\$5,191,500
T-Hangar Pavement Maintenance	\$426,900
Taxiway Pavement Maintenance	\$14,100
Overlay Existing Connecting Taxiway	\$125,000
Remove Obstructions	\$38,800
Install Apron Lighting	\$50,000*
Construct Access Road	\$322,400
Install Perimeter Security Fencing	\$93,800
Construct Parallel Taxiway 17-35	\$1,091,500
Rehab/Mark Aircraft Parking Apron	\$93,800
Construct New GA Apron	\$312,500*
Install Jet-A-Fuel System	\$62,500*
20-Year	
Expand Aircraft Parking Apron	\$62,500*
Construct Terminal Building	\$625,000*
Construct Two 10-Unit T-Hangars	\$800,000*
Construct Two Common Hangars	\$500,000*
Install HIRL	\$218,800*
Extend Runway 17-35 to 5,500’ x 100’	\$813,900*
Total Development Costs	\$16,218,000
* Indicates the Airport’s current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

Lawrence Smith Memorial Airport

REGIONAL



Lawrence Smith Memorial Airport

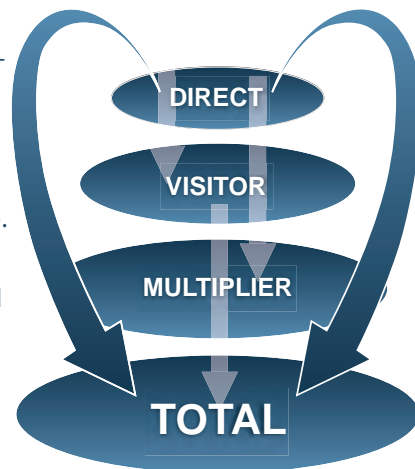
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Lawrence Smith Memorial Airport is located approximately 3 miles south of downtown Harrisonville in Cass County. Highway access to the airport is provided by U.S. Highway 71 and State Highway 7.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



LAWRENCE SMITH MEMORIAL AIRPORT TOTAL AVIATION IMPACTS

Employment	40 Jobs
Payroll	\$917,800
Output	\$3.2 Million

When all economic impact measures are combined and analyzed, Lawrence Smith Memorial Airport contributes 40 full-time jobs with earnings of \$917,800. Total economic activity is estimated at \$3.2 Million. In addition to the quantified economic benefits, Lawrence Smith Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, aerial photography, and other recreational uses.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,000'	5,000'	Extend RWY 1,000'
Primary Runway Width	75'	75'	None
Taxiway Type	None	Full Parallel	Construct Full Parallel
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	None	REILs	Install REILs
	PAPIs	VGSI (VASIs/PAPIs)	None
Weather	AWOS-3	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	49 spaces	70% of based aircraft	Provide 4 additional Hangar Spaces
Aircraft Apron	33 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 27 additional Apron Spaces
Terminal/Admin Building	2,500 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	25 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 88 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Limited Service	Full Service	Provide Full Service
Maintenance	None	Full Service	Provide Avionics/ Aircraft Repair Services
Ground Transportation	Rental Cars Available	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Lawrence Smith Memorial Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Lawrence Smith Memorial Airport has one runway, Runway 17/35, that is 4,000 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	7,500	8,300	9,200	10,900
Itinerant	8,050	9,000	9,900	11,700
Total	15,550	17,300	19,100	22,600
Based Aircraft				
Single-Engine	43	46	49	56
Multi-Engine	7	8	8	10
Jet	0	1	2	4
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	3	3	4	4
Total	54	59	64	75

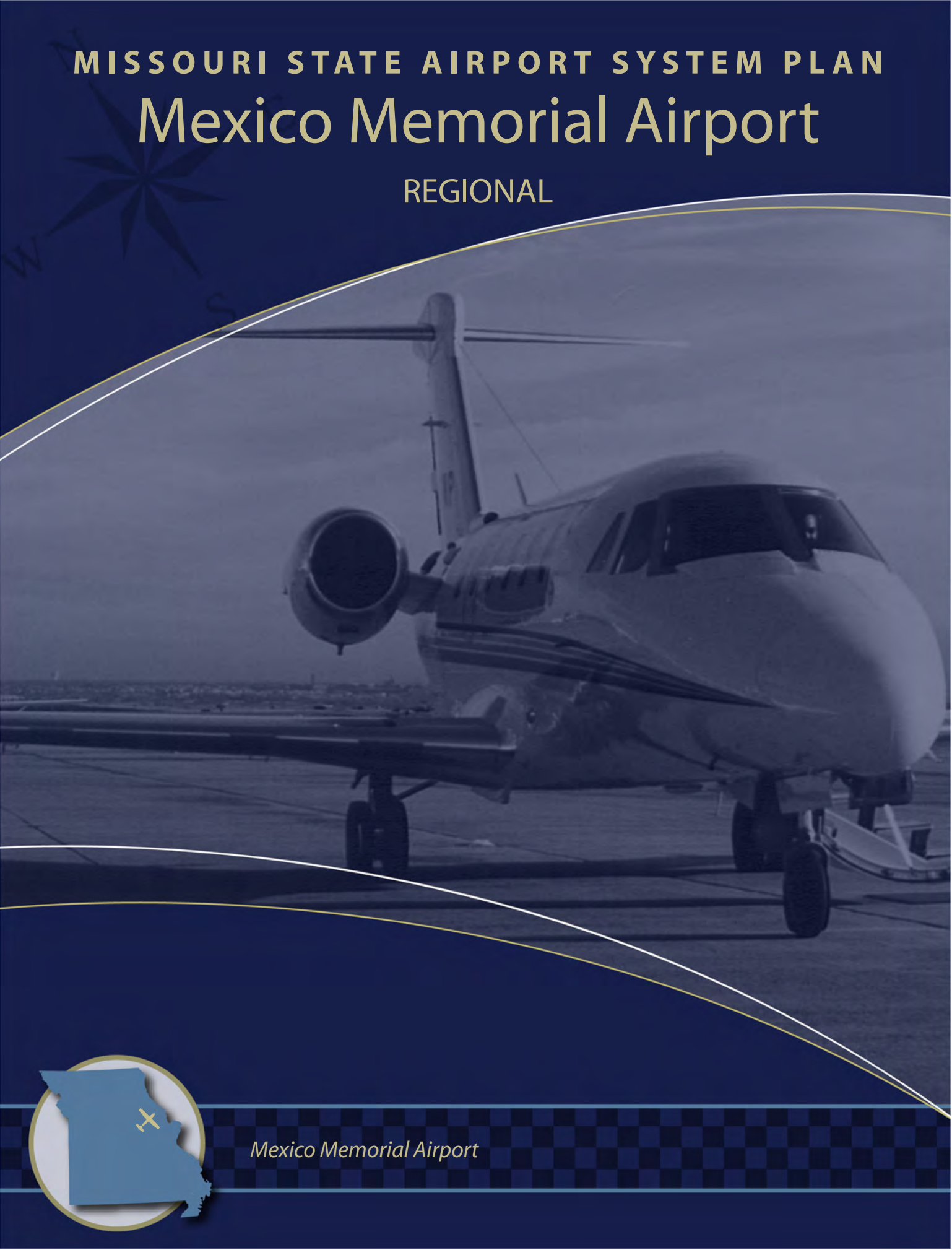
Forecasts developed for Lawrence Smith Memorial Airport indicate that annual aircraft operations will increase from 15,550 to 22,600 through 2022. Twenty-one additional aircraft are projected to be added to the 54 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Mexico Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Seal/Mark Runway 18-36	\$100,000
T-Hangar Pavement Maintenance	\$110,700
Install PAPI's Runway 24	\$76,600
Obstruction Removal	\$68,800
Relocate Runway 6 End	\$194,500*
Expand Apron	\$484,600*
20-Year	
Construct Hangar Access Taxiway	\$359,000*
Total Development Costs	\$1,394,200
* Indicates the Airport’s current CIP projects.	



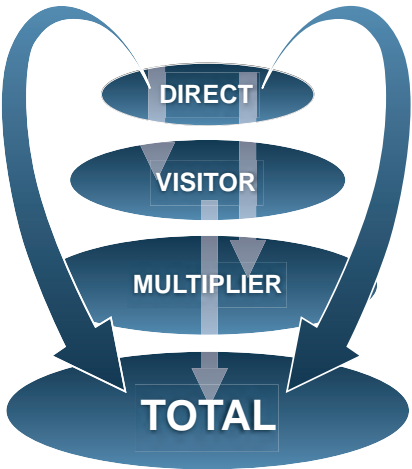


Mexico Memorial Airport is located approximately 3.5 miles east of downtown Mexico in Audrain County. Highway access to the airport is provided by U.S. Highway 54.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MEXICO MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	40 Jobs
Payroll	\$892,500
Output	\$3.4 Million

When all economic impact measures are combined and analyzed, Mexico Memorial Airport contributes 40 full-time jobs with earnings of \$892,500. Total economic activity is estimated at \$3.4 Million. In addition to the quantified economic benefits, Mexico Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, just-in-time shipping, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	C-III	B-II	None
Primary Runway Length	5,501’	5,000’	None
Primary Runway Width	100’	75’	None
Taxiway Type	None	Full Parallel	Construct Full Parallel
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	REILs	REILs	Install REIL on RWY 06
	None	VGSI (VASIs/PAPIs)	Install PAPIs
		Other	
Weather	AWOS-3	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	24 spaces	70% of based aircraft	None
Aircraft Apron	64 spaces	30% of based aircraft plus an additional 50% for transient use	None
Terminal/Admin Building	700 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide 1,800 additional square feet
Auto Parking	12 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 39 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Provide Avionics/ Aircraft Repair Services
Ground Transportation	Courtesy Car	Rental Cars Available	Provide Rental Cars
Ground Communications	Public Phone/ GCO	Public Phone and GCO	None

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Mexico Memorial Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Mexico Memorial Airport has two runways; Runway 09/24 is 5,501 feet long and Runway 18/36 is 3,199 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,550	1,700	1,800	2,000
Itinerant	10,450	11,200	12,000	13,600
Total	12,000	12,900	13,800	15,600
Based Aircraft				
Single-Engine	28	29	29	31
Multi-Engine	3	3	3	3
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	31	32	32	34

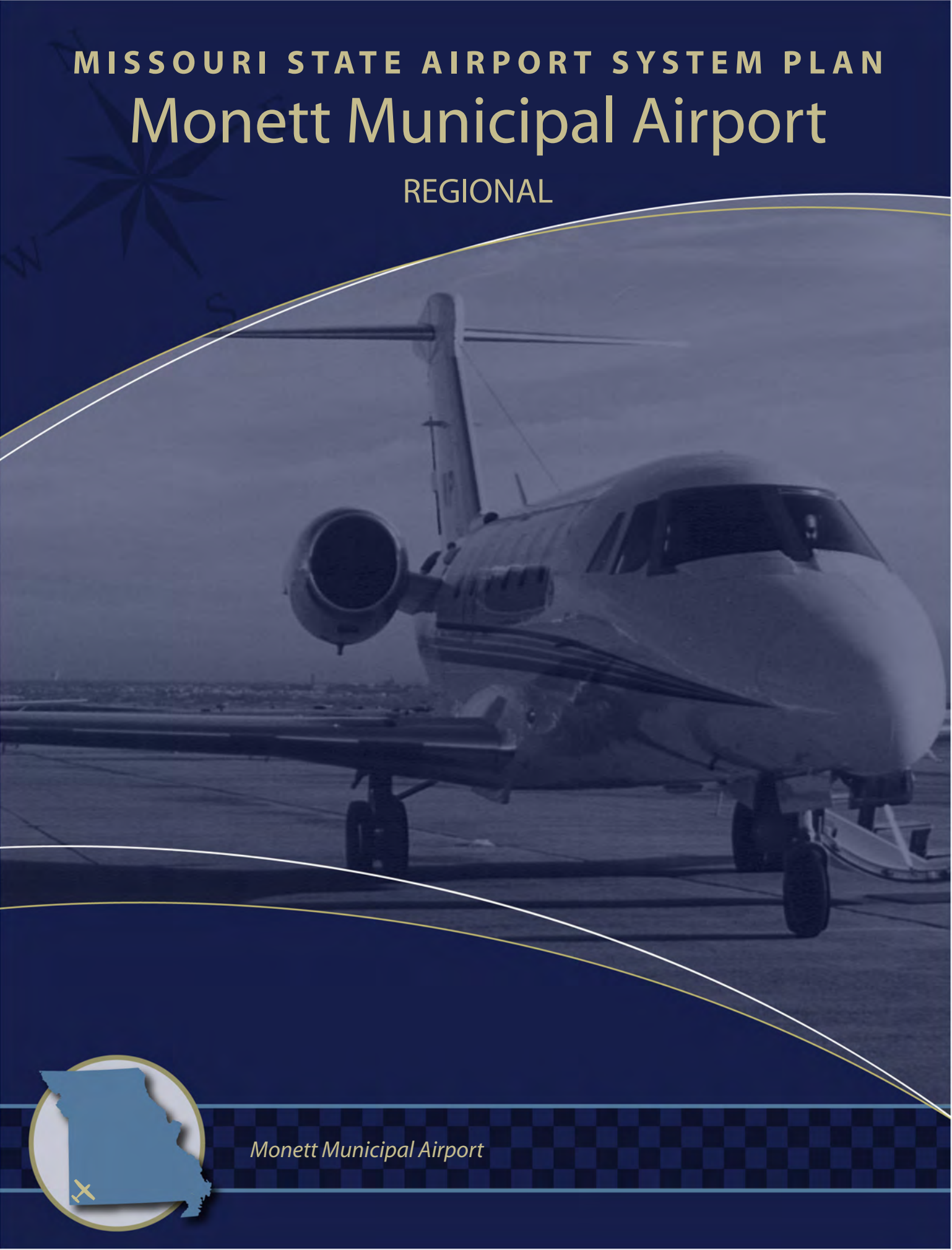
Forecasts developed for Mexico Memorial Airport indicate that annual aircraft operations will increase from 12,000 to 15,600 through 2022. Three additional aircraft are projected to be added to the 31 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Monett Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
T-Hangar Pavement Maintenance	\$107,700
Taxiway Pavement Maintenance	\$65,700
Improve Airport Drainage	\$56,300*
Install Perimeter Fencing	\$118,500
Construct Hangar Taxiway	\$200,000*
Install Lighted Wind Indicator	\$22,500
20-Year	
Land Acquisition	\$500,000*
Crackfill Runway 18-36	\$441,600
Crackfill Runway 18-36 Taxiway	\$377,500
Total Development Costs	\$1,889,800
* Indicates the Airport’s current CIP projects.	



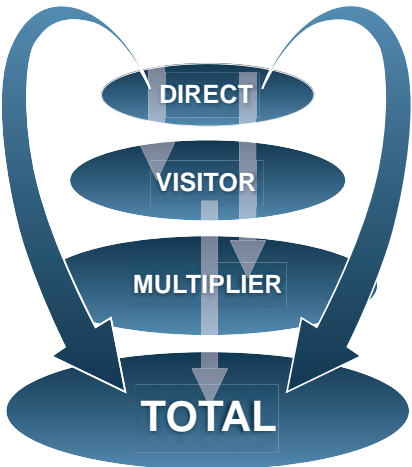
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Monett Municipal Airport is located approximately 5.5 miles east of downtown Monett in Lawrence County. Highway access to the airport is provided by U.S. Highway 60.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



MONETT MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	85 Jobs
Payroll	\$2.6 Million
Output	\$26.4 Million

When all economic impact measures are combined and analyzed, Monett Municipal Airport contributes 85 full-time jobs with earnings of \$2.6 Million. Total economic activity is estimated at \$26.4 Million. In addition to the quantified economic benefits, Monett Municipal Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	5,000'	5,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	Full Parallel	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone	Lighted Wind Cone/Segmented Circle	Install Segmented Circle
	REILs	REILs	None
	PAPIs	VGSI (VASIs/PAPIs) Other	None
Weather	AWOS	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	28 spaces	70% of based aircraft	None
Aircraft Apron	16 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 10 additional Apron Spaces
Terminal/Admin Building	2,400 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	130 spaces	1 space for each based aircraft plus 50% for employees/visitors	None
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Provide Avionics/ Aircraft Repair Services
Ground Transportation	Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Monett Municipal Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Monett Municipal Airport has one runway, Runway 18/36, that is 5,000 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	6,480	7,200	8,000	9,400
Itinerant	4,923	5,500	6,000	7,200
Total	11,403	12,700	14,000	16,600
Based Aircraft				
Single-Engine	14	15	16	18
Multi-Engine	4	4	5	5
Jet	7	8	8	9
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	25	27	29	32

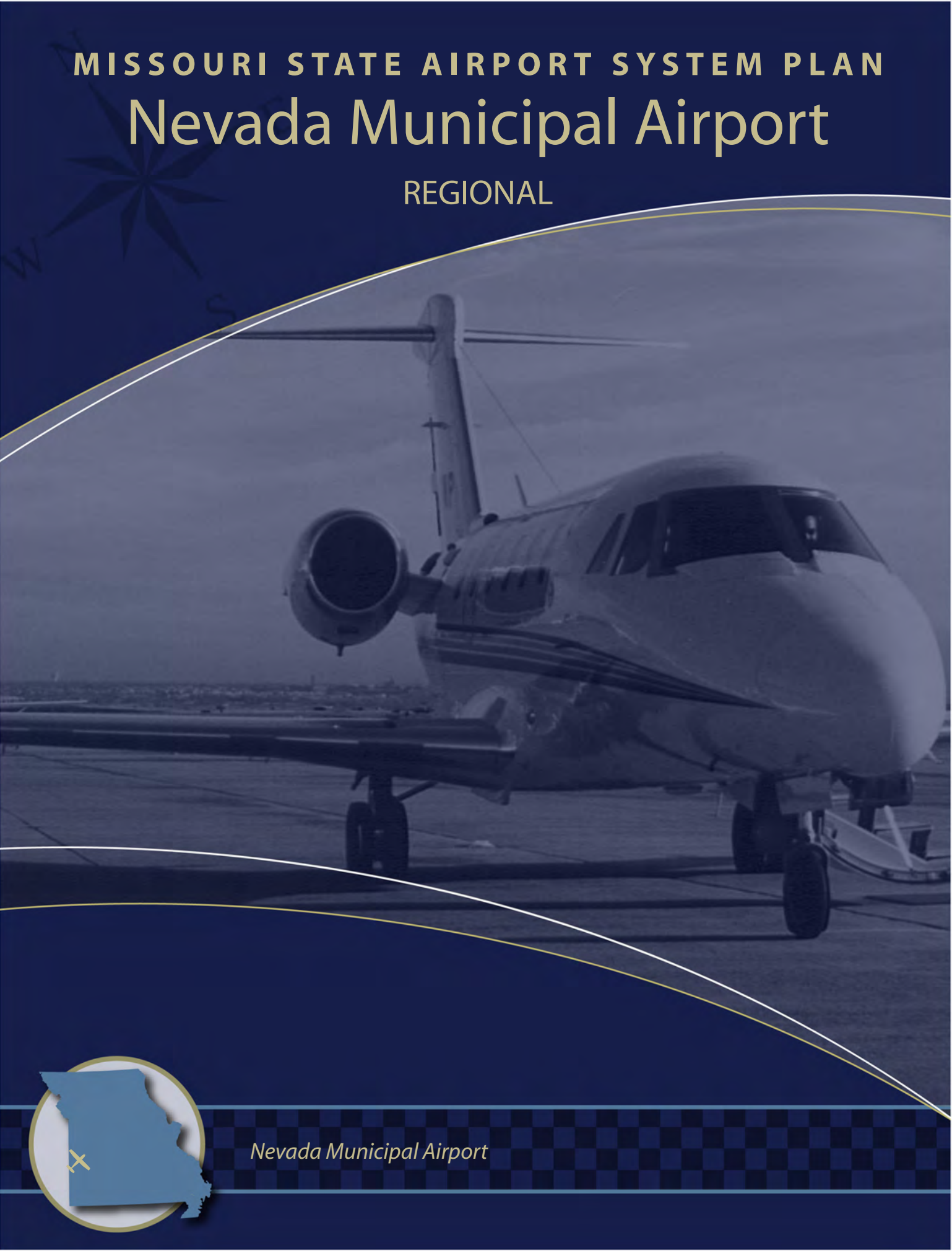
Forecasts developed for Monett Municipal Airport indicate that annual aircraft operations will increase from 11,403 to 16,600 through 2022. Seven additional aircraft are projected to be added to the 25 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Nevada Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install Runway End Identifier Lighting (REIL)	\$58,800
Install PAPI's- Runway 2-20	\$107,900
Rehab/Mark Apron	\$528,200
Rehab/Mark Runway 2-20 and Upgrade Lighting	\$2,500,000
Construct Partial Parallel Taxiway to Runway 2-20	\$817,100
Taxiway Pavement Maintenance	\$104,200
Relocate Beacon	\$37,500
Construct New Terminal Building	\$375,000*
Improve Access Road	\$247,100*
Construct T-Hangars/Taxiways	\$378,900*
Construct Common Hangars	\$400,000*
Improve Fuel Farm	\$43,800*
Upgrade Airfield Lighting	\$250,000*
FAA 405 Survey	\$18,800*
20-Year	
Construct Runway 2-20 Parallel Taxiway	\$720,600
Total Development Costs	\$6,587,900
* Indicates the Airport's current CIP projects.	



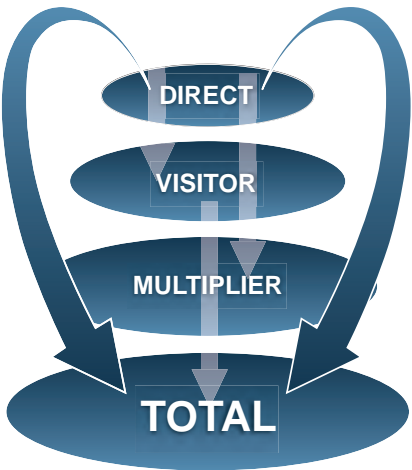
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



Nevada Municipal Airport is located approximately 3 miles northeast of downtown Nevada in Vernon County. Highway access to the airport is provided by U.S. Highways 54 and 71.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



NEVADA MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	2 Jobs
Payroll	\$44,700
Output	\$319,100

When all economic impact measures are combined and analyzed, Nevada Municipal Airport contributes 2 full-time jobs with earnings of \$44,700. Total economic activity is estimated at \$319,100. In addition to the quantified economic benefits, Nevada Municipal Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, aerial photography, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	C-II	B-II	None
Primary Runway Length	5,901'	5,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	None	Full Parallel	Construct Full Parallel
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/NA	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	None	REILs	Install REILs
	VASIs	VGSI (VASIs/PAPIs)	Upgrade VASIs to PAPIs
		Other	
Weather	AWOS	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	20 spaces	70% of based aircraft	None
Aircraft Apron	10 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 1 additional Apron Spaces
Terminal/Admin Building	962 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 1,600 square feet
Auto Parking	10 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 10 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	Provide Avionics Services
Ground Transportation	Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of Nevada Municipal Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Nevada Municipal Airport has two runways; Runway 02/20 is 5,901 feet long and Runway 13/31 is 2,581 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,799	3,100	3,400	4,100
Itinerant	1,679	1,900	2,100	2,400
Total	4,478	5,000	5,500	6,500
Based Aircraft				
Single-Engine	10	10	11	11
Multi-Engine	0	0	0	0
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	2	2	2	2
Total	12	12	13	13

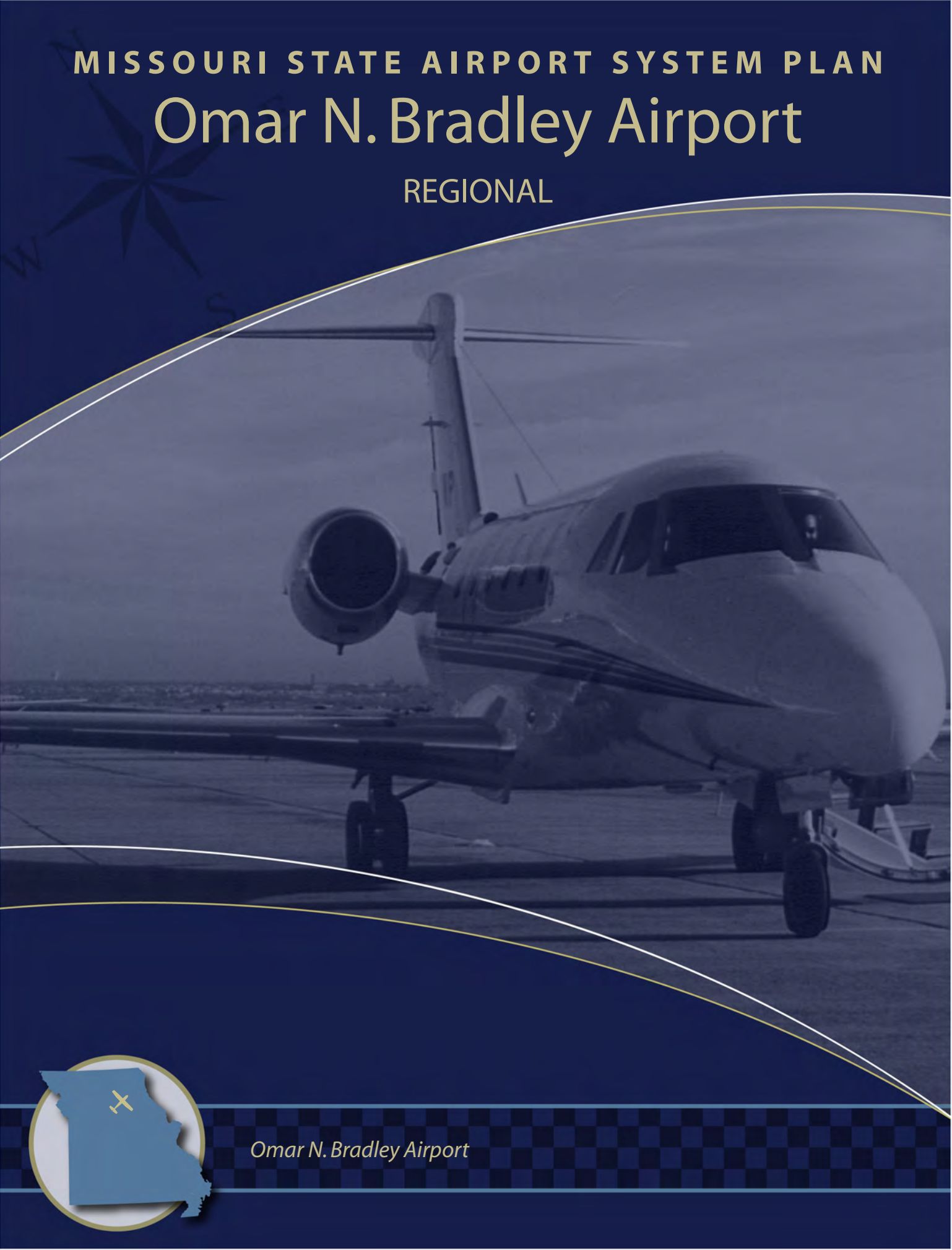
Forecasts developed for Nevada Municipal Airport indicate that annual aircraft operations will increase from 4,478 to 6,500 through 2022. One additional aircraft is projected to be added to the 12 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Omar N. Bradley Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Extend Runway 13-31 to 5,000’	\$617,300
T-Hangar Pavement Maintenance	\$49,500
Apron Pavement Maintenance	\$300,300
Taxiway Pavement Maintenance	\$133,200
Runway Pavement Maintenance	\$314,300
Construct Runway 13-31 Full Parallel Taxiway	\$1,603,000
Acquire Land for Runway Extension (40 Acres)	\$250,000
20-Year	
Snow Removal & Mowing Equipment	\$143,800*
Seal/Mark Aprons	\$267,100
Rehab/Mark Runway 5-23	\$518,400
Rehab/Mark Runway 13-31	\$890,400
Seal/Mark Taxiways	\$151,700
Total Development Costs	\$5,239,000
* Indicates the Airport’s current CIP projects.	



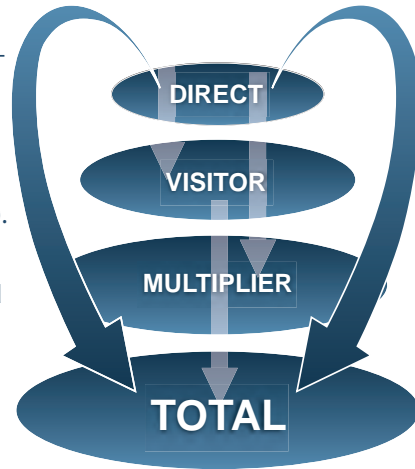
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



Omar N. Bradley Airport is located approximately 3 miles north of downtown Moberly in Randolph County. Highway access to the airport is provided by U.S. Highway 63.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



OMAR N. BRADLEY AIRPORT TOTAL AVIATION IMPACTS	
Employment	11 Jobs
Payroll	\$399,300
Output	\$1.4 Million

When all economic impact measures are combined and analyzed, Omar N. Bradley Airport contributes 11 full-time jobs with earnings of \$399,300. Total economic activity is estimated at \$1.4 Million. In addition to the quantified economic benefits, Omar N. Bradley Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,270'	5,000'	Extend 730'
Primary Runway Width	100'	75'	None
Taxiway Type	None	Full Parallel	Construct Full Parallel
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	REILs	REILs	None
	PAPIs	VGSI (VASIs/PAPIs) Other	None
Weather	AWOS-3	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	23 spaces	70% of based aircraft	None
Aircraft Apron	32 spaces	30% of based aircraft plus an additional 50% for transient use	None
Terminal/Admin Building	2,508 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	17 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 12 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Provide Avionics/ Aircraft Repair Services
Ground Transportation	Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone/ GCO	Public Phone and GCO	None

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of Omar N. Bradley Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Omar N. Bradley Airport has two runways; Runway 13/31 is 4,270 feet long and Runway 05/23 is 3,350 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,500	1,700	1,800	2,200
Itinerant	3,500	3,900	4,300	5,100
Total	5,000	5,600	6,100	7,300
Based Aircraft				
Single-Engine	12	13	13	14
Multi-Engine	3	3	3	4
Jet	0	0	0	0
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	16	17	17	19

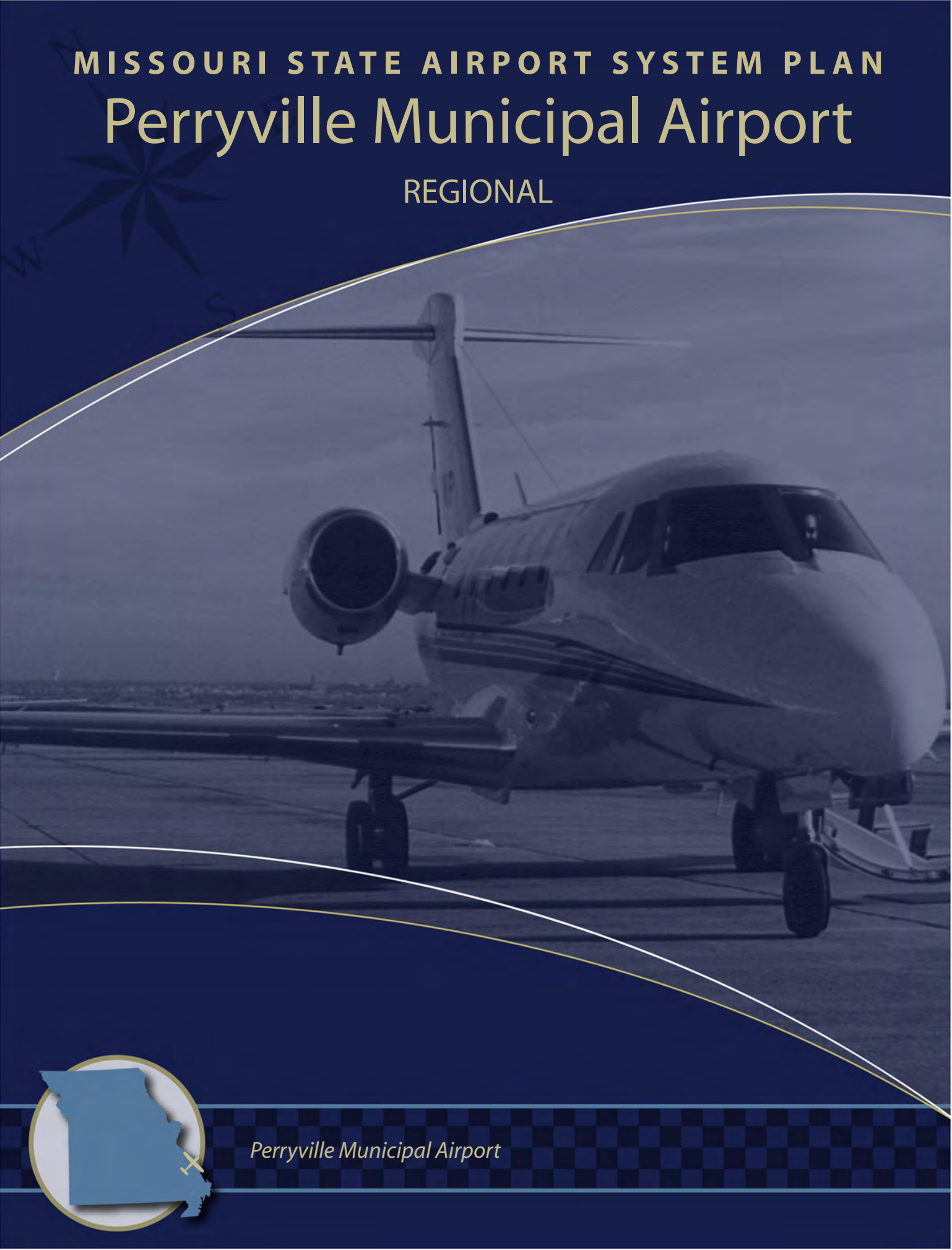
Forecasts developed for Omar N. Bradley Airport indicate that annual aircraft operations will increase from 5,000 to 7,300 through 2022. Three additional aircraft are projected to be added to the 16 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Perryville Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Update Airport Layout Plan	\$31,300*
Rehab/Mark Runway 2-20	\$1,199,700
Taxiway Pavement Maintenance	\$13,100
Improve Runway 2-20 Safety Area	\$56,300
Grade Safety Area/Shoulder	\$50,000
Acquire Land for RPZ (30 Acres)	\$225,000
Remove Obstructions Runway 2	\$125,000
Install AWOS	\$187,500
FAA 405 Survey	\$18,800
Construct Apron	\$374,500
20-Year	
Seal/Mark Runway 2-20	\$1,174,700
Construct Runway 2-20 Full Parallel Taxiway	\$1,562,600
Total Development Costs	\$5,018,500
* Indicates the Airport’s current CIP projects.	



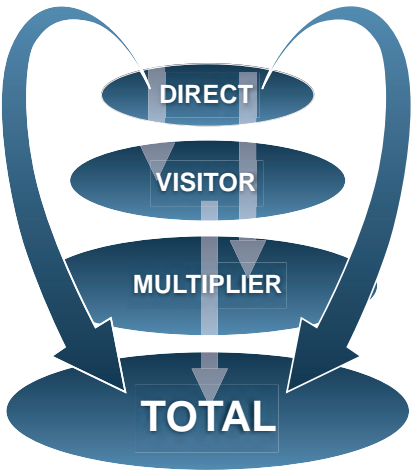


Perryville Municipal Airport is located approximately 11 miles north of downtown Perryville in Perry County. Highway access to the airport is provided by State Highways 51 and H.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



PERRYVILLE MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	762 Jobs
Payroll	\$17.4 Million
Output	\$75.3 Million

When all economic impact measures are combined and analyzed, Perryville Municipal Airport contributes 762 full-time jobs with earnings of \$17.4 Million. Total economic activity is estimated at \$75.3 Million. In addition to the quantified economic benefits, Perryville Municipal Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, just-in-time shipping, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	D-III	B-II	None
Primary Runway Length	7,000'	5,000'	None
Primary Runway Width	100'	75'	None
Taxiway Type	Partial	Full Parallel	Extend TWY to RWY 20
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/NP	MIRL/MITL or Reflectors	Install MITL or Reflectors
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	REILs	REILs	None
	PAPIs	VGSI (VASIs/PAPIs) Other	Install PAPI on RWY 02
Weather	None	AWOS or ASOS	Install AWOS or ASOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	23 spaces	70% of based aircraft	None
Aircraft Apron	10 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 12 additional Apron Spaces
Terminal/Admin Building	14,000 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	20 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 21 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	Provide Avionics Services
Ground Transportation	Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Perryville Municipal Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Perryville Municipal Airport has one runway, Runway 02/20, that is 7,000 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,700	3,100	3,500	4,300
Itinerant	7,650	8,800	10,000	12,300
Total	10,350	11,900	13,500	16,600
Based Aircraft				
Single-Engine	15	16	17	18
Multi-Engine	2	2	2	2
Jet	2	2	2	2
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	3	3	3	4
Total	23	24	25	27

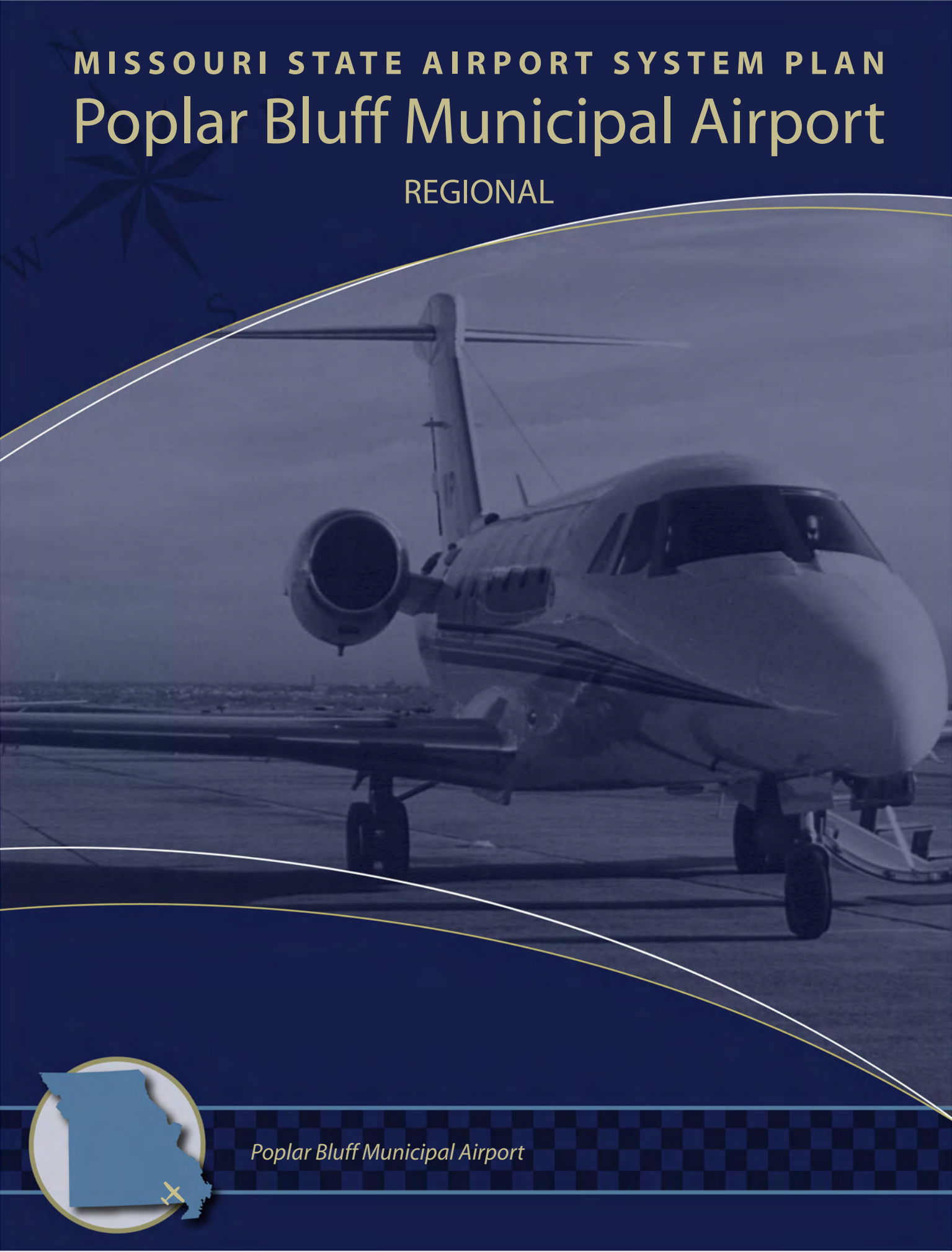
Forecasts developed for Perryville Municipal Airport indicate that annual aircraft operations will increase from 10,350 to 16,600 through 2022. Four additional aircraft are projected to be added to the 23 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Poplar Bluff Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

Estimated Cost	
5-Year	
Construct Hangar Taxiway	\$280,000*
Runway 18-36 Pavement Maintenance	\$115,700
T-Hangar Pavement Maintenance	\$107,200
Rehab/Expand Apron	\$760,400
Rehab Taxiway (Drainage)	\$56,300*
Remove Runway 18 Obstructions	\$62,500
FAA 405 Survey	\$18,800
20-Year	
Seal/Mark Apron	\$181,500
Seal/Mark Runway 18-36	\$540,400
Seal/Mark Runway 18-36 Taxiway	\$307,800
Total Development Costs	\$2,430,600
* Indicates the Airport’s current CIP projects.	



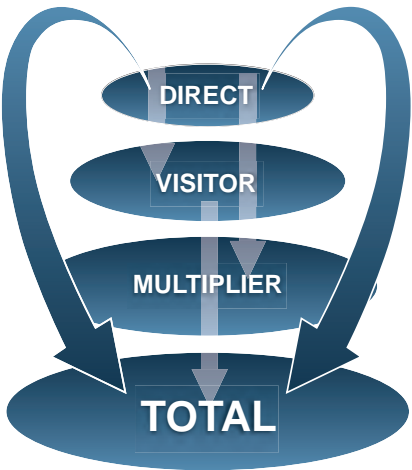
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Poplar Bluff Municipal Airport is located approximately 4 miles east of downtown Poplar Bluff in Butler County. Highway access to the airport is provided by U.S. Highway 60 and State Highways 51 and B.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



POPLAR BLUFF MUNICIPAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	23 Jobs
Payroll	\$497,700
Output	\$1.7 Million

When all economic impact measures are combined and analyzed, Poplar Bluff Municipal Airport contributes 23 full-time jobs with earnings of \$497,700. Total economic activity is estimated at \$1.7 Million. In addition to the quantified economic benefits, Poplar Bluff Municipal Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	C-II	B-II	None
Primary Runway Length	5,007'	5,000'	None
Primary Runway Width	100'	75'	None
Taxiway Type	Full	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	REILs	REILs	None
	PAPIs and VASIs	VGSI (VASIs/PAPIs)	Upgrade VASIs to PAPIs
		Other	
Weather	ASOS	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	39 spaces	70% of based aircraft	None
Aircraft Apron	25 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 11 additional Apron Spaces
Terminal/Admin Building	2,400 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	24 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 43 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	Provide Avionics Services
Ground Transportation	Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Poplar Bluff Municipal Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Poplar Bluff Municipal Airport has one runway, Runway 18/36, that is 5,007 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	1,900	2,100	2,300	2,800
Itinerant	9,590	10,700	11,800	13,900
Total	11,490	12,800	14,100	16,700
Based Aircraft				
Single-Engine	28	29	31	34
Multi-Engine	5	5	6	6
Jet	1	1	1	1
Helicopter	1	1	1	1
Gliders	0	0	0	0
Ultralight	2	2	2	2
Total	37	38	41	44

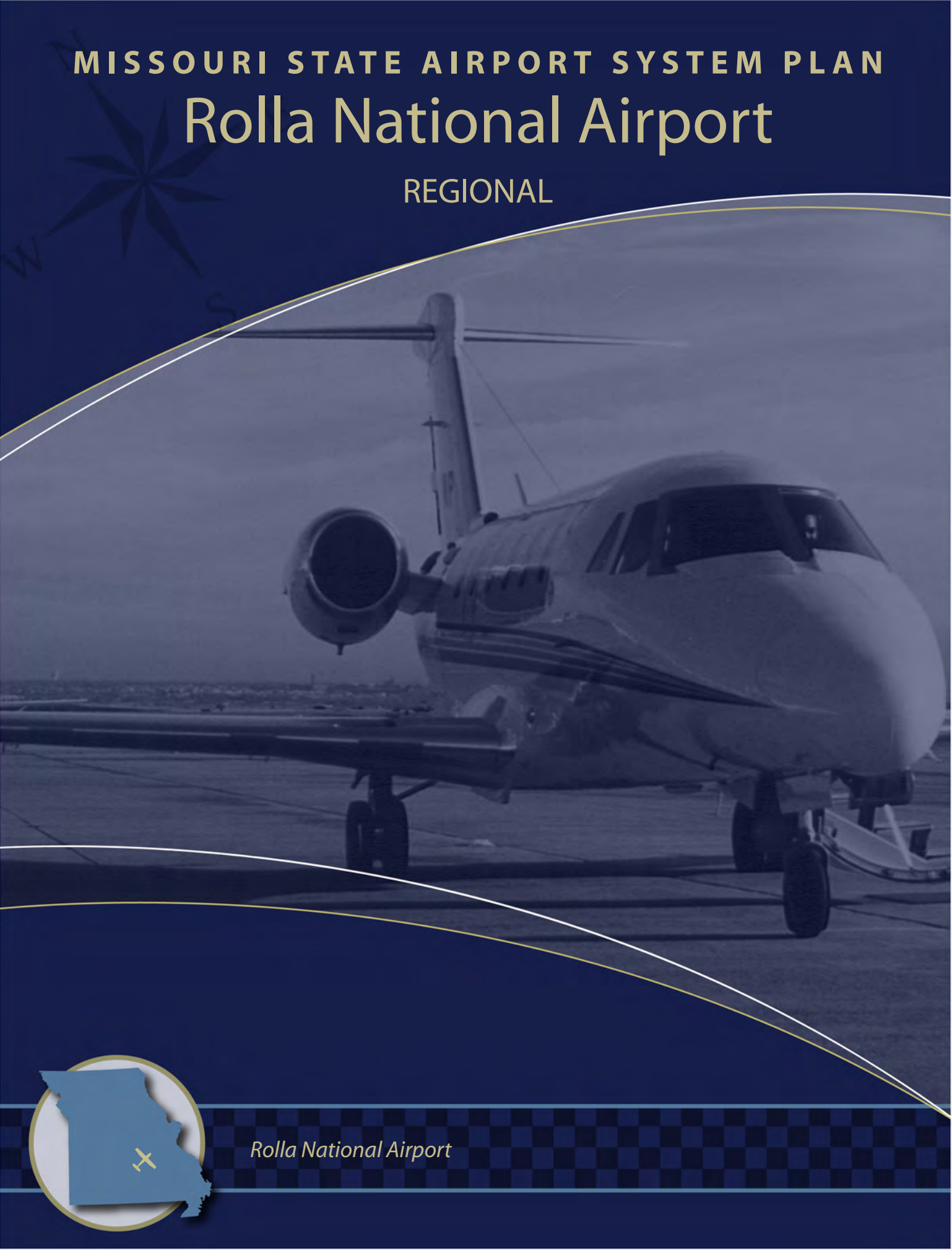
Forecasts developed for Poplar Bluff Municipal Airport indicate that annual aircraft operations will increase from 11,490 to 16,700 through 2022. Seven additional aircraft are projected to be added to the 37 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Rolla National Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Seal/Mark Runway 13-31	\$200,000
Main Apron Pavement Maintenance	\$692,600
Runway 4-22 Overlay	\$896,200
Taxiway Pavement Maintenance	\$127,700
Construct T-Hangar and Taxilane	\$500,000*
Update Airport Layout Plan	\$31,300*
20-Year	
Construct Runway 13-31 Partial Parallel Taxiway	\$871,600
Construct New Terminal Building	\$562,500*
Purchase Land for RPZ (40 Acres)	\$300,000
Extend Runway 22 to 7,000’	\$1,261,000*
Seal/Mark Runway 13-31	\$467,100
Extend Runway 4-22 Parallel Taxiway to 7,000’	\$661,500*
Total Development Costs	\$6,724,400
* Indicates the Airport’s current CIP projects.	



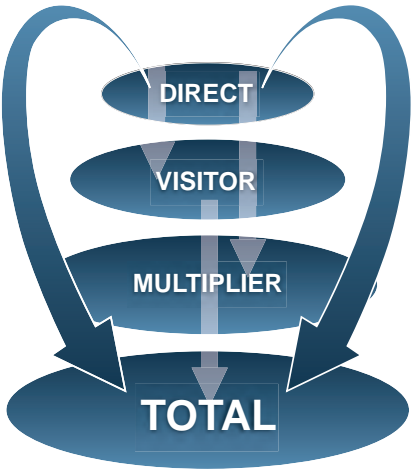


Rolla National Airport is located approximately 12 miles north of downtown Rolla in Phelps County. Highway access to the airport is provided by U.S. Highway 63 and State Highways 28 and 68.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



ROLLA NATIONAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	54 Jobs
Payroll	\$1.2 Million
Output	\$3.7 Million

When all economic impact measures are combined and analyzed, Rolla National Airport contributes 54 full-time jobs with earnings of \$1.2 Million. Total economic activity is estimated at \$3.7 Million. In addition to the quantified economic benefits, Rolla National Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	None
Primary Runway Length	5,500'	5,000'	None
Primary Runway Width	100'	75'	None
Taxiway Type	Full	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	HIRL/NP	MIRL/MITL or Reflectors	Install MITL or Reflectors
NAVAIDS	None	Rotating Beacon	Install Rotating Beacon
	Lighted Wind Cone	Lighted Wind Cone/Segmented Circle	Install Segmented Circle
	None	REILs	Install REILs
	VASIs	VGSI (VASIs/PAPIs)	Upgrade VASIs to PAPIs
Weather	ASOS	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	37 spaces	70% of based aircraft	Provide 7 additional Hangar Spaces
Aircraft Apron	8 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 42 additional Apron Spaces
Terminal/Admin Building	1,200 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 1,300 square feet
Auto Parking	34 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 60 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	Provide Avionics Services
Ground Transportation	Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Rolla National Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Rolla National Airport has two runways; Runway 04/22 is 5,500 feet long and Runway 13/31 is 5,500 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	3,000	3,300	3,700	4,400
Itinerant	12,160	13,600	14,900	17,700
Total	15,160	16,900	18,600	22,100
Based Aircraft				
Single-Engine	41	42	43	46
Multi-Engine	11	12	12	13
Jet	0	1	2	3
Helicopter	0	0	0	0
Glider	0	0	0	0
Ultralight	0	0	0	0
Total	51	55	57	62

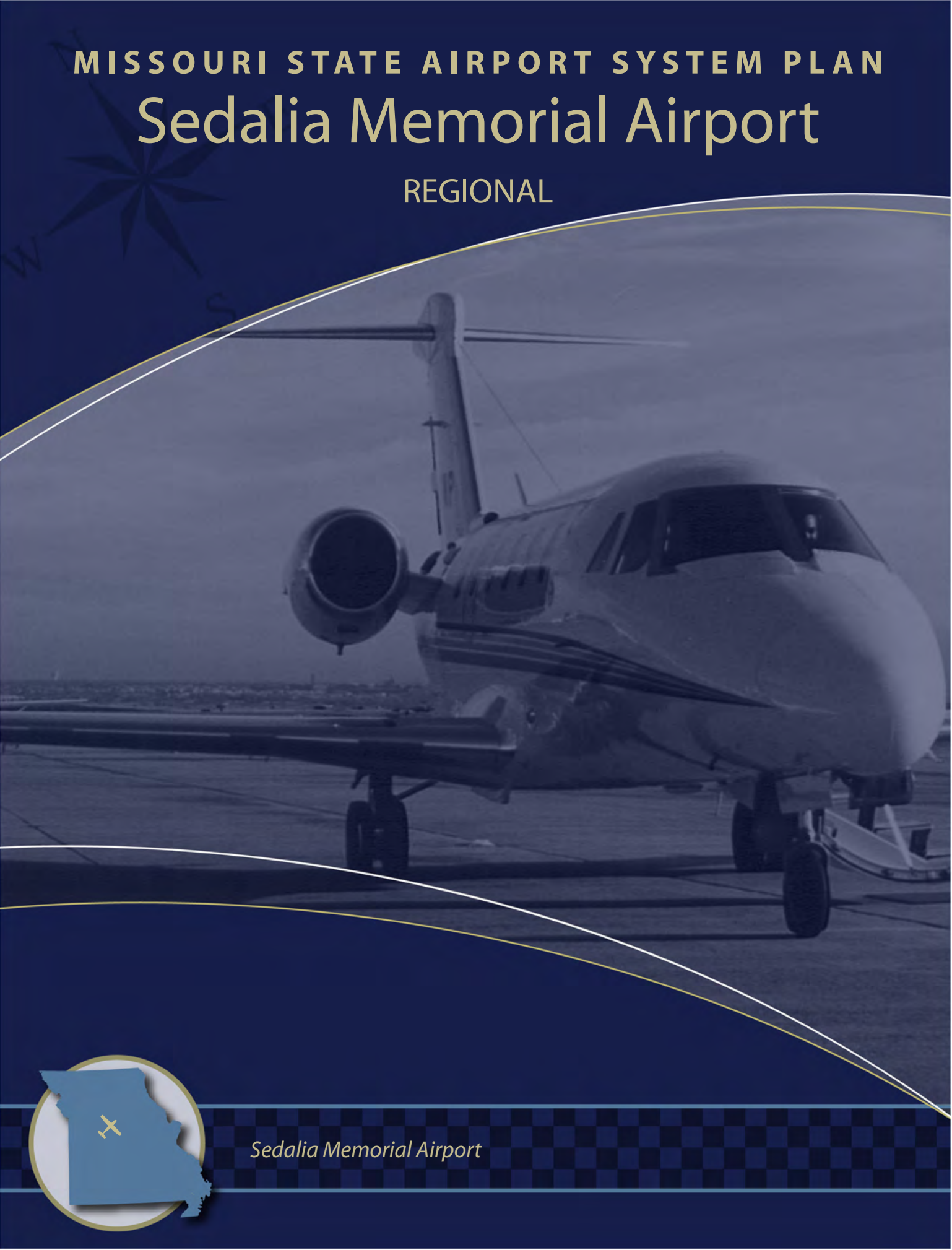
Forecasts developed for Rolla National Airport indicate that annual aircraft operations will increase from 15,160 to 22,100 through 2022. Eleven additional aircraft are projected to be added to the 51 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Sedalia Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Rehab Runway Lighting (MIRL)	\$187,500
Runway 5-23 Pavement Maintenance	\$51,100
Rehab Runway 18-36	\$463,100
Acquire Land for Approaches (10 Acres)	\$187,500
Rehab Partial Parallel Taxiway	\$552,100
Construct Access Road	\$299,100*
Expand/Rehab Apron	\$940,700*
20-Year	
Update Airport Layout Plan	\$31,300*
Install MALS	\$187,500*
Install Glide Slope	\$625,000*
Install Localizer	\$625,000*
Rehab/Widen/Light Runway 5-23	\$1,062,500*
Total Development Costs	\$5,212,400
* Indicates the Airport’s current CIP projects.	



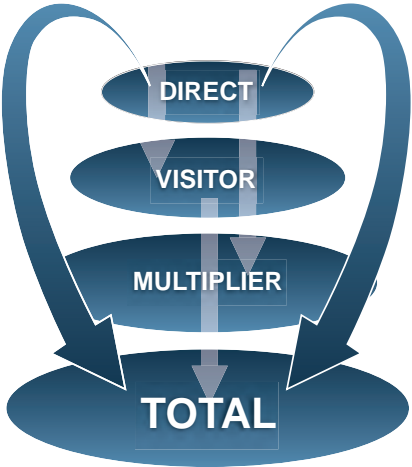


Sedalia Memorial Airport is located approximately 2.5 miles east of downtown Sedalia in Pettis County. Highway access to the airport is provided by U.S. Highway 50.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



SEDALIA MEMORIAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	38 Jobs
Payroll	\$816,300
Output	\$2.2 Million

When all economic impact measures are combined and analyzed, Sedalia Memorial Airport contributes 38 full-time jobs with earnings of \$816,300. Total economic activity is estimated at \$2.2 Million. In addition to the quantified economic benefits, Sedalia Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, just-in-time shipping, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-III	B-II	None
Primary Runway Length	5,001'	5,000'	None
Primary Runway Width	100'	75'	None
Taxiway Type	Full	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon Lighted Wind Cone/ Segmented Circle REILs PAPIs	Rotating Beacon	None
		Lighted Wind Cone/ Segmented Circle	None
		REILs	None
		VGSI (VASIs/PAPIs) Other	None
Weather	ASOS	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	13 spaces	70% of based aircraft	Provide 6 additional Hangar Spaces
Aircraft Apron	10 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 12 additional Apron Spaces
Terminal/Admin Building	1,200 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 1,300 square feet
Auto Parking	10 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 31 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Provide Avionics/ Aircraft Repair Services
Ground Transportation	Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone/ GCO	Public Phone and GCO	None

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Sedalia Memorial Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Sedalia Memorial Airport has two runways; Runway 18/36 is 5,001 feet long and Runway 05/23 is 3,520 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,690	3,100	3,500	4,300
Itinerant	21,320	24,600	27,800	34,300
Total	24,320	27,700	31,300	38,600
Based Aircraft				
Single-Engine	22	23	24	26
Multi-Engine	1	1	1	1
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	23	24	25	27

Forecasts developed for Sedalia Memorial Airport indicate that annual aircraft operations will increase from 24,320 to 38,600 through 2022. Four additional aircraft are projected to be added to the 23 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Sikeston Memorial Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports' master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Update Airport Layout Plan	\$31,300*
Acquire Land for Approaches Runway 2-20 (10 Acres)	\$125,000
Rehab Apron	\$743,100
Rehab Parallel Taxiway	\$827,900
Construct Holding Apron 60' x 60'	\$90,100
Rehab Runway 2-20	\$1,135,400
FAA 405 Survey	\$18,800
20-Year	
Expand Apron 450' x 60'	\$232,000*
Rehab Runway 2-20 Lighting	\$275,000
Rehab Runway 2-20	\$937,500
Total Development Costs	\$4,416,100
* Indicates the Airport's current CIP projects.	

MISSOURI STATE AIRPORT SYSTEM PLAN

Sikeston Memorial Municipal Airport

REGIONAL



Sikeston Memorial Municipal Airport

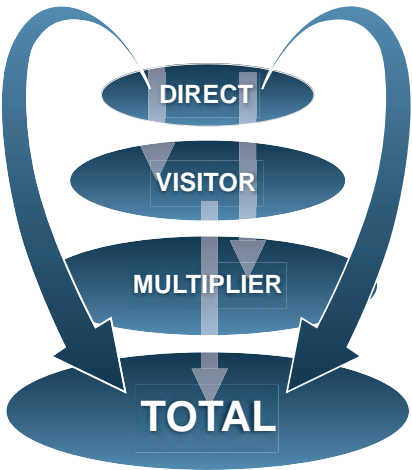


Sikeston Memorial Municipal Airport is located approximately 1 mile east of downtown Sikeston in Scott County. Highway access to the airport is provided by Interstate 55 and U.S. Highway 60.

The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



SIKESTON MEMORIAL MUNICIPAL AIRPORT
TOTAL AVIATION IMPACTS

Employment	7 Jobs
Payroll	\$160,300
Output	\$776,900

When all economic impact measures are combined and analyzed, Sikeston Memorial Municipal Airport contributes 7 full-time jobs with earnings of \$160,300. Total economic activity is estimated at \$776,900. In addition to the quantified economic benefits, Sikeston Memorial Municipal Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-III	B-II	None
Primary Runway Length	5,502'	5,000'	None
Primary Runway Width	100'	75'	None
Taxiway Type	Full	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon Lighted Wind Cone/ Segmented Circle REILs VASIs	Rotating Beacon Lighted Wind Cone/ Segmented Circle REILs VGSI (VASIs/PAPIs)	None Install Segmented Circle Install REIL on RWY 02 Upgrade VASIs to PAPIs
		Other	
Weather	AWOS	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	50 spaces	70% of based aircraft	None
Aircraft Apron	10 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 22 Apron Spaces
Terminal/Admin Building	1,500 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	30 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 29 Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	None	Full Service	Provide Avionics/ Aircraft Repair Services
Ground Transportation	Rental Cars	Rental Cars Available	None
Ground Communications	None	Public Phone and GCO	Install Phone and GCO

MoSASP has defined Regional airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Sikeston Memorial Municipal Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Sikeston Memorial Municipal Airport has one runway, Runway 02/20, that is 5,502 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,600	2,800	3,000	3,400
Itinerant	6,800	7,300	7,800	8,900
Total	9,400	10,100	10,800	12,300
Based Aircraft				
Single-Engine	22	23	24	26
Multi-Engine	8	8	9	10
Jet	1	1	1	1
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	2	2	2	2
Total	33	34	36	39

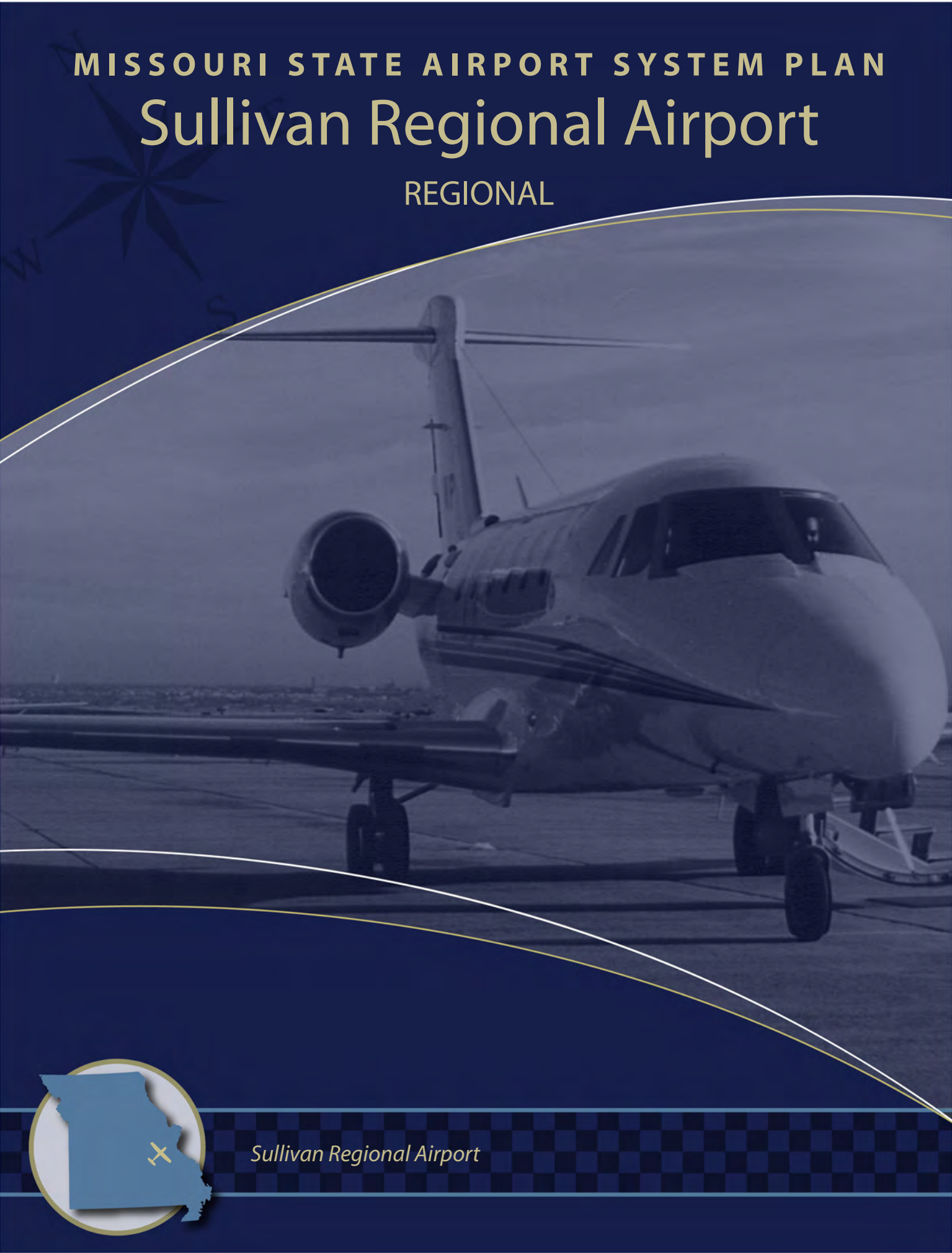
Forecasts developed for Sikeston Memorial Municipal Airport indicate that annual aircraft operations will increase from 9,400 to 12,300 through 2022. Six additional aircraft are projected to be added to the 33 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Sullivan Regional Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Acquire Land for RPZ's (20 Acres)	\$187,500
Install Perimeter Fencing	\$118,500
Joint Seal Runway 6-24	\$356,300
Obstruction Survey	\$25,000
Obstruction Removal	\$75,000
Construct T-Hangar & Connecting Taxiway's	\$789,500*
20-Year	
Expand Apron	\$368,600*
Update Airport Layout Plan	\$50,000*
Runway Markings	\$47,500
Expand Runway 6-24 to 5000'	\$504,800
Total Development Costs	\$2,522,700
* Indicates the Airport's current CIP projects.	



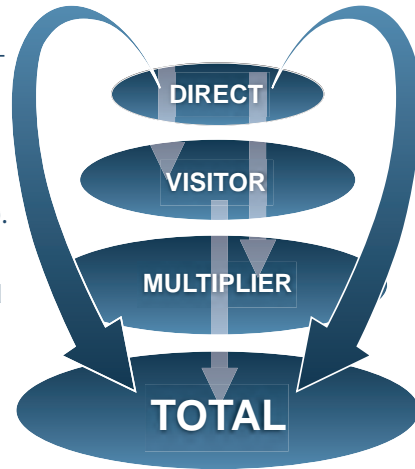
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri’s Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri’s comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State’s public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State’s future aviation needs, but also quantified the economic contribution provided by each airport.



Sullivan Regional Airport is located approximately one mile and a half north of downtown Sullivan in Franklin County. Highway access to the airport is provided by Interstate 44.

ECONOMIC IMPACT SUMMARY

Missouri’s airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



SULLIVAN REGIONAL AIRPORT TOTAL AVIATION IMPACTS	
Employment	14 Jobs
Payroll	\$249,200
Output	\$983,300

When all economic impact measures are combined and analyzed, Sullivan Regional Airport contributes 14 full-time jobs with earnings of \$249,200. Total economic activity is estimated at \$983,300. In addition to the quantified economic benefits, Sullivan Regional Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, law enforcement, and just-in-time shipping.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	4,500'	5,000'	Extend 500'
Primary Runway Width	75'	75'	None
Taxiway Type	Full	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/LITL	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	None	REILs	Install REILs
	PAPIs	VGSI (VASIs/PAPIs)	None
Weather	AWOS-3	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	36 spaces	70% of based aircraft	None
Aircraft Apron	14 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 27 additional Apron Spaces
Terminal/Admin Building	2,500 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	None
Auto Parking	60 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 16 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	Provide Avionics Services
Ground Transportation	Courtesy Car	Rental Cars Available	Provide Rental Cars
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State’s population.

The MoSASP recommendations include the classification of Sullivan Regional Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Sullivan Regional Airport has one runway, Runway 06/24, that is 4,500 feet long.

The table summarizes current facilities and services, the airport’s facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	2,600	2,800	3,000	3,400
Itinerant	6,800	7,300	7,800	8,900
Total	9,400	10,100	10,800	12,300
Based Aircraft				
Single-Engine	31	33	36	40
Multi-Engine	7	8	8	9
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	1	1	1	1
Total	39	42	45	50

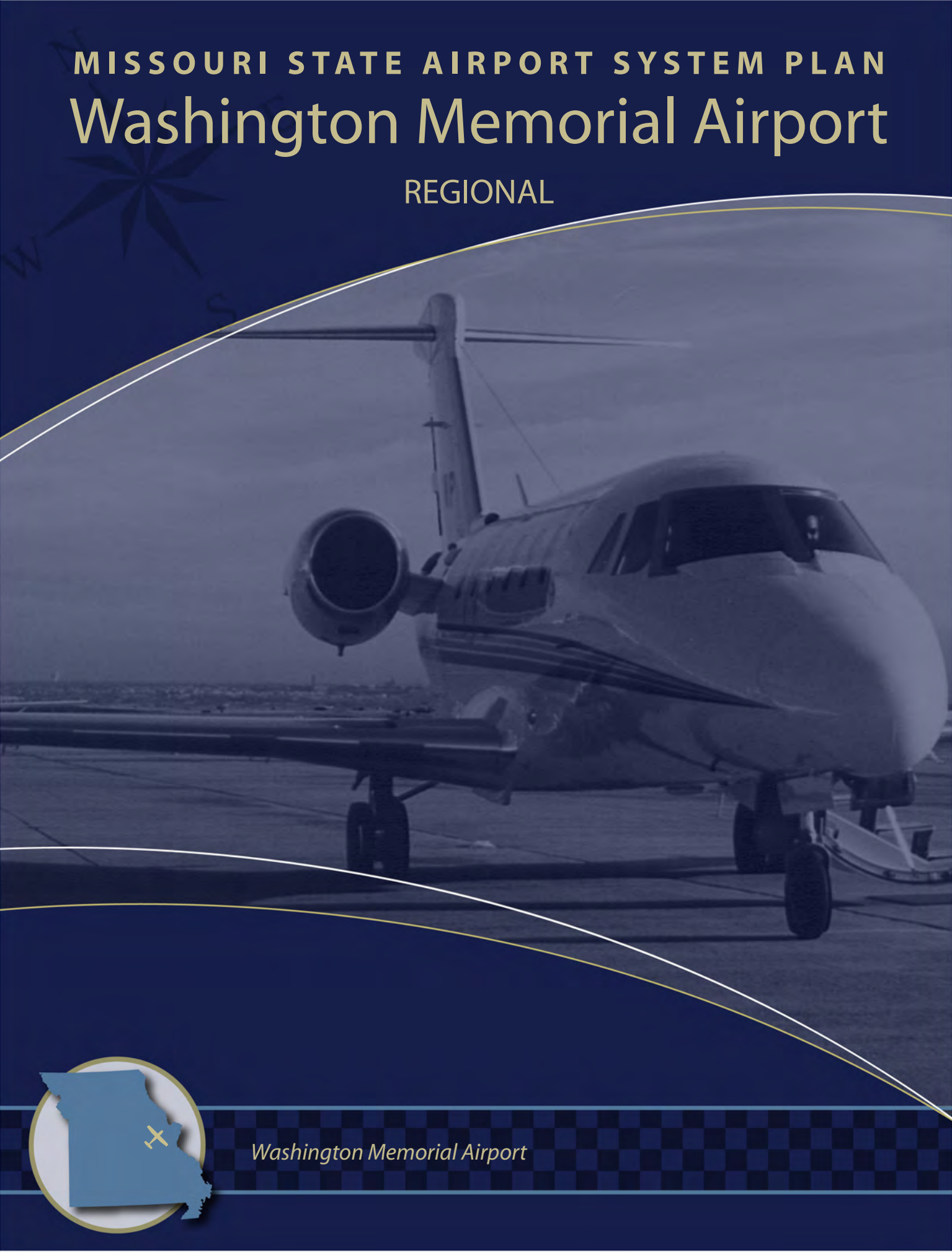
Forecasts developed for Sullivan Regional Airport indicate that annual aircraft operations will increase from 9,400 to 12,300 through 2022. Six additional aircraft are projected to be added to the 33 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport’s local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for Washington Memorial Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Install AWOS	\$187,000
T-Hangar and Apron Maintenance	\$342,100
Expand Apron	\$377,900
Construct T-Hangar Taxiway	\$304,400
Rehab T-Hangar (11-Unit)	\$312,500*
20-Year	
Airport Layout Plan	\$50,000*
Total Development Costs	\$1,573,900
* Indicates the Airport’s current CIP projects.	



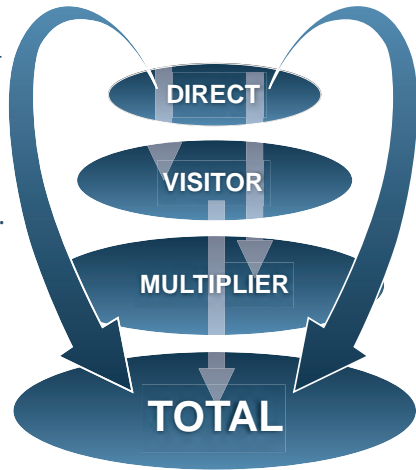
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



Washington Memorial Airport is located approximately 3 miles north of downtown Washington in Warren County. Highway access to the airport is provided by State Highway 47.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



WASHINGTON MEMORIAL AIRPORT TOTAL AVIATION IMPACTS

Employment 16 Jobs

Payroll \$287,700

Output \$1.8 Million

When all economic impact measures are combined and analyzed, Washington Memorial Airport contributes 16 full-time jobs with earnings of \$287,700. Total economic activity is estimated at \$1.8 Million. In addition to the quantified economic benefits, Washington Memorial Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as recreational uses, law enforcement, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	A-I	B-II	Upgrade ARC
Primary Runway Length	3,281'	5,000'	Extend 1,719'
Primary Runway Width	50'	75'	Widen 25'
Taxiway Type	Turnaround/ Partial	Full Parallel	None
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MITL or Reflectors	None
NAVAIDS	Rotating Beacon Lighted Wind Cone/ Segmented Circle REIL PAPIs	Rotating Beacon Lighted Wind Cone/ Segmented Circle REILs VGSI (VASIs/PAPIs) Other	None None Install REIL on RWY 34 None
Weather	None	AWOS or ASOS	Install ASOS or AWOS
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	31 spaces	70% of based aircraft	Provide 2 additional Hangar Spaces
Aircraft Apron	40 spaces	30% of based aircraft plus an additional 50% for transient use	None
Terminal/Admin Building	500 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 2,000 square feet
Auto Parking	25 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 46 additional Auto Spaces
Fuel	AvGas	AvGas and Jet A	Install Jet A
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	Provide Avionics Services
Ground Transportation	Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone	Public Phone and GCO	Install GCO

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of Washington Memorial Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. Washington Memorial Airport has one runway, Runway 16/36, that is 3,281 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	20,279	21,800	23,400	26,400
Itinerant	6,369	6,900	7,300	8,300
Total	26,648	28,700	30,700	34,700
Based Aircraft				
Single-Engine	29	32	35	41
Multi-Engine	5	6	6	7
Jet	0	0	0	0
Helicopter	0	0	0	0
Gliders	0	0	0	0
Ultralight	0	0	0	0
Total	34	37	41	48

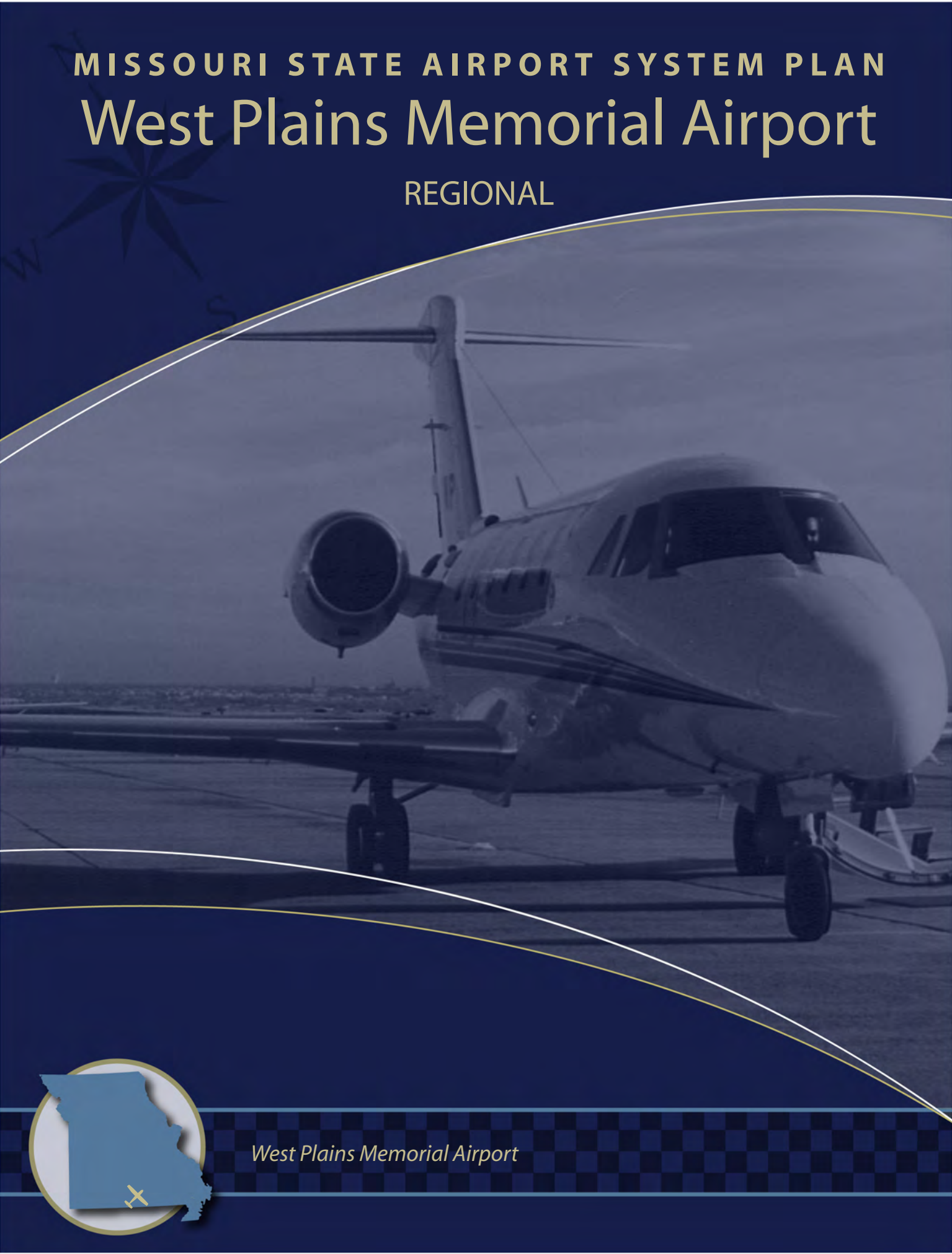
Forecasts developed for Washington Memorial Airport indicate that annual aircraft operations will increase from 26,648 to 34,700 through 2022. Fourteen additional aircraft are projected to be added to the 34 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.

RECOMMENDED DEVELOPMENT COSTS

In order to continue to serve the aviation needs of surrounding communities and the State of Missouri, the State Airport System Plan identified several important projects for the airport. Many of these projects are eligible for federal and/or state funding. The accompanying table summarizes the estimated costs desired for West Plains Municipal Airport. Recommended development costs include projects needed to meet each of the recommendations of the Missouri State Airport System Plan as well as projects from airports’ master plans. While these projects are included as part of the MoSASP, it is recognized that execution of these projects is dependent on the local environment.

	Estimated Cost
5-Year	
Extend Taxiway (2,500’ x 35’)	\$1,059,900
Seal Taxiway	\$169,600
Seal Apron	\$164,600
Acquire Land for Extension (25 Acres)	\$312,500
Overlay Runway 18-36	\$819,500
Overlay Access Taxiway	\$157,200
Obstruction Removal Runway 18	\$75,000
Airport Fencing	\$118,500
Relocate ASOS	\$31,300*
FAA 405 Survey	\$18,800
Improve Administration Building	\$156,300*
Construct Hangars/Taxiways	\$322,800*
20-Year	
Expand Apron	\$357,700*
Airport Layout Plan	\$50,000*
Seal Runway	\$496,200
Extend/Widen/Overlay Runway 18-36 (5,500’ x 100’)	\$1,790,400*
Total Development Costs	\$6,100,300
* Indicates the Airport’s current CIP projects.	



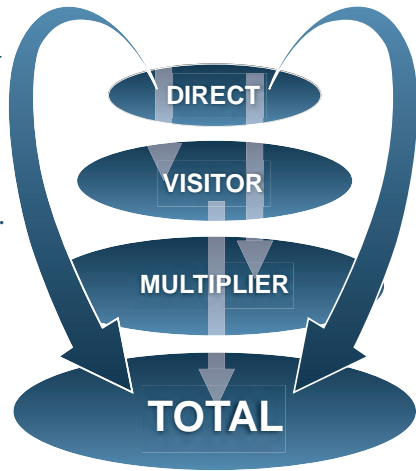
The Missouri Department of Transportation-Aviation Section has long recognized the importance of planning as a proactive approach to ensuring aviation continues its role in the statewide transportation system. Missouri's Airport System serves as an integral connection between Missouri businesses and residents and the ever-expanding global economy. Throughout 2004, MoDOT-Aviation Section has worked to update Missouri's comprehensive plan for its system of public airports. The update to the Missouri State Airport System Plan took a strategic approach to identify and evaluate the needs of the State's public use commercial and general aviation airports to ensure that the system is being developed in a manner that best serves the people of Missouri. This study not only identified the State's future aviation needs, but also quantified the economic contribution provided by each airport.



West Plains Municipal Airport is located approximately 12 miles north of downtown West Plains in Howell County. Highway access to the airport is provided by U.S. Highway 63.

ECONOMIC IMPACT SUMMARY

Missouri's airports are much more than providers of safe and efficient transportation. The Missouri Airport System provides thousands of jobs and billions of dollars of economic activity. An economic impact study was prepared as part of the Missouri State Airport System Plan Study and shows that each airport in the State serves as an economic catalyst not only for their community but for the state as well. The total economic benefit of aviation activity in Missouri was quantified in terms of employment, payroll, and output (economic activity). Direct benefits data associated with on-airport businesses and indirect benefits data related to visitor expenditure were gathered and a multiplier was applied to determine the total benefit for each airport.



WEST PLAINS MEMORIAL AIRPORT TOTAL AVIATION IMPACTS

Employment 61 Jobs

Payroll \$1.5 Million

Output \$5.3 Million

When all economic impact measures are combined and analyzed, West Plains Municipal Airport contributes 61 full-time jobs with earnings of \$1.5 Million. Total economic activity is estimated at \$5.3 Million. In addition to the quantified economic benefits, West Plains Municipal Airport also provides qualitative benefits to the local community by providing recreational and educational opportunities, preserving green space, and supporting emergency medical activities in the area. The surrounding communities benefit from a variety of activities supported by the airport such as agricultural spraying, recreational uses, law enforcement, just-in-time shipping, and business development.

AIRPORT FACILITIES AND SERVICES

	Existing	Minimum System Objective	Recommendation
Airside Facilities			
Airport Reference Code	B-II	B-II	None
Primary Runway Length	5,102'	5,000'	None
Primary Runway Width	75'	75'	None
Taxiway Type	Partial	Full Parallel	Extend TWY to RWY 36
Approach	Non-Precision	Non-Precision	None
Lighting	MIRL/Reflectors	MIRL/MTL or Reflectors	None
NAVAIDS	Rotating Beacon	Rotating Beacon	None
	Lighted Wind Cone/Segmented Circle	Lighted Wind Cone/Segmented Circle	None
	REIL	REILs	None
	PAPIs	VGSI (VASIs/PAPIs) Other	None
Weather	ASOS	AWOS or ASOS	None
	Existing	Minimum System Objective	Recommendation
Landside Facilities			
Covered Storage	34 spaces	70% of based aircraft	None
Aircraft Apron	10 spaces	30% of based aircraft plus an additional 50% for transient use	Provide 26 additional Apron Spaces
Terminal/Admin Building	1,500 square feet	2,500 square feet (incl. public restrooms, conference rooms, and pilots lounge)	Provide an additional 1,000 square feet
Auto Parking	25 spaces	1 space for each based aircraft plus 50% for employees/visitors	Provide 43 additional Auto Spaces
Fuel	AvGas/ Jet A	AvGas and Jet A	None
FBO	Full Service	Full Service	None
Maintenance	Limited Service	Full Service	Provide Avionics Services
Ground Transportation	Rental Cars	Rental Cars Available	None
Ground Communications	Public Phone/ GCO	Public Phone and GCO	None

MoSASP has defined Regional Airports as those primarily serving general aviation activities, with a focus on serving business activity including small jet and multiengine aircraft. These airports serve a significant role in supporting the local and regional economies and connecting them to the State and national economies. The airports support the system of commercial airports and provide significant coverage to the State's population.

The MoSASP recommendations include the classification of West Plains Municipal Airport as a Regional Airport. The airport should provide appropriate facilities and services commensurate with its recommended system role. West Plains Municipal Airport has one runway, Runway 18/36, that is 5,102 feet long.

The table summarizes current facilities and services, the airport's facility and service objectives, and projects recommended to meet the objectives within the context of the system plan.

AVIATION FORECASTS

Activity Forecasts	2002	2007	2012	2022
Aircraft Operations				
Local	4,500	4,800	5,200	5,900
Itinerant	9,300	10,000	10,700	12,100
Total	13,800	14,800	15,900	18,000
Based Aircraft				
Single-Engine	27	29	31	35
Multi-Engine	4	4	5	5
Jet	1	1	1	1
Helicopter	0	0	0	0
Gliders	2	2	2	3
Ultralight	1	1	1	1
Total	35	37	40	45

Forecasts developed for West Plains Municipal Airport indicate that annual aircraft operations will increase from 13,800 to 18,000 through 2022. Ten additional aircraft are projected to be added to the 35 existing based aircraft at the airport through the end of the planning period.

It should be noted that the projections were generated to a system planning, rather than a master planning, level of detail. Comprehensive airport development plans will continue to provide guidance for actual airport development as individual airport plans are developed from an examination of each airport's local conditions and operating environment.